The Bombay Gazette.

No. 7,076.—New Series. BOMBAY :—THURSDAY, OCTOBER 12, 1871. [Annual Subscription in Advance from 1st October 1871.....Rupees Forty-five
Ditto ditto from 1st January 1872.....Rupees Forty-two.

THE BOMBAY GAZETTE.

The reduction in the rates of Inland Postage on Newspapers by one-half came into operation from the 1st October, and the *Bombay Gazette* is now sent POST FREE to all Up-country Subscribers, who are thus put on an equal footing with Town Subscribers.

From 1st January 1872, the uniform Rates of Subscription to the *Gazette*, for Town and Country, will be on the following reduced scale :—

	Uniform New Scale.	Old Scale. Town.	Country.
One year, *in advance*.....	Rs. 42	Rs. 52	Rs. 72
Half year „	„ 24	„ 28	„ 38
Three months „	„ 14	„ 16	„ 21
One month „	„ 5	„ 6	„ 7-12

For a Weekly Subscription, in advance, of Rs. 1-8-0, the *Gazette* will, from 1st January, be delivered each morning at any address in town, or posted free to any address Up-country.

New Subscribers whose names are registered before the end of the present year will be allowed a proportionate reduction for the period of their Subscription which falls within the new year.

TERMS FOR ADVERTISEMENTS.

Ten Lines and under—

First insertion	Rs. 5 0
Second do	„ 2 8
Third do	„ 2 8
Fourth and succeeding insertions	„ 0 2½ As.

per line, but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion ..... 8 As. per line.
Second do ..... 4½ „ „
Third and succeeding..... 2½ „ „

In the Native Languages, double the above.

For Advertisements which are to be inserted for a considerable time, special contracts may be made.

Domestic Occurrences. Each—Rupee 1.

All Cheques, Money Orders, and other Remittances, should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Contract with Government, despatch Steamers as above with Mails, Passengers, and Cargo, every fourteen days.

The Steam-ship SATARA, 1,237 Tons, 250 H.P., Commander J. J. Ballantine, will be despatched on TUESDAY, the 24th Oct. 1871, at noon.

Oct.		Nov.
Leave BOMBAY	24	
„ Marmagoa	25	
„ Vingorla	25	
„ Carwar	26	
„ Mangalore	27	
„ Cannanore	28	
„ Tellicherry	29	
„ Calicut	29	
„ Beypore	29	
„ Cochin	30	
„ Aleppy	31	
Leave Tuticorin		1
„ Colombo		2
„ Galle		3
„ Negapatam		6
„ Madras		8
„ Coconada		10
„ Vizagapatam		11
„ Bimlipatam		12
„ Gopaulpore		12
„ False Point		13
Arrive CALCUTTA		14

This route is the most expeditious and economical for Passengers for the Neilgherry District, Bangalore, and Madras, who can land at Calicut from Bombay in 3 days, and proceed from thence by rail. Passengers for Calcutta can take the same route picking up the steamer at Madras.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF via KURRACHEE.

Interchanging Cargo and Passengers at Bussora, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch a Steamer every fortnight to the Persian Gulf, touching at KURRACHEE, GUADUR, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, FAO, MAHOMERAH, and BUSSORAH.

The Steam-ship CASHMERE, 1,028 Tons, 200 H.P., Commander J Avens, will be despatched on MONDAY, the 16th October, at noon.

Oct.		Nov.
Leave BOMBAY	16	
„ Kurrachee	20	
„ Gundur	21	
„ Muscat	23	
„ Bunder Abbas	25	
„ Linga	30	
„ Lingah	31	
Leave BUSSORAH		1
Arrive BOMBAY		18

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, and in connection with the Weekly Service from England, despatch a Steamer to Kurrachee every SATURDAY, at noon.

The Steam-ship KURRACHEE, 510 Tons, 120 H. P., Commander A. Cottes, will be despatched on MONDAY, the 23rd October, at noon.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE KUTCH AND KATTYWAR COASTS AND KURRACHEE.

THE BRITISH INDIA STEAM NAVIGATION Co. (Limited) will DESPATCH a STEAMER as above EVERY FORTNIGHT, touching at the following Ports :—

Leave Bombay	Tuesday	Arrive Porebunder.....	Friday
Arrive Diu	Wednesday	Leave Porebunder.....	Sunday.
„ Verawul	do	„ Kutch Mandvi..	do
„ Mangarole ...	Thursday	„ Kurrachee	Sunday.

The Steam-ship MARTABAN, 515 tons, 110 H.P., Commander T. Sanders, will be despatched, according to the above table, on TUESDAY, the 17th October, at 4 P.M.

For Freight and Passage apply to

W. NICOL & Co., Agents.

FOR LIVERPOOL.

(To leave about the 22nd instant.)

THE favourite Passenger Steam Ship EARL KING, 1,068 registered Tons, 250 nominal Horse Power, 13 knots effective, John Steele, Commander.

This Steamer, well known in the China trade, is specially noted for great speed and excellence of accommodation for Passengers. The late passage from London was accomplished in 28 days, including detention in the Canal. Rates are :—

1st Class to Liverpool	£55
Do. Suez	32

For further particulars apply to

W. NICOL & Co., Agents.

Bombay, 4th October 1871.

"WILSON LINE."

FOR LIVERPOOL VIA SUEZ CANAL.

(To sail on or about 7th November.)

MESSRS. THOS. WILSON, SONS, & Co.'s very fine new s. s. ORLANDO, 1,437 Tons, 300 H. P., which left London on 27th ultimo.

This favourite Steamer (built last year for the Mail Service between England and Sweden, to steam 12 knots) is specially adapted for Passengers, of whom she has always carried a full complement. Her accommodation, which is arranged amidships and thus removed from the vibration of the machinery, is well ventilated, and of an exceptionally good description.

There are Cabins for 42 first, and 36 second, class Passengers, plans of which can be seen at our Office. Carries a Surgeon and Stewardess.

RATES OF PASSAGE.

1st Class to Liverpool ...	Exclusive of Wines and Spirits, which can be had on board. £60
Do. to Suez ...	„ 30
2nd Class to Liverpool ...	„ 36

Apply to

WALLACE & Co., Agents.

Bombay, 2nd October 1871.

STEAM COMMUNICATION WITH ITALY.

(VIA SUEZ CANAL.)

ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA. The regular Steamers leave

GENOA on the 24th, and BOMBAY on the 1st of each month.

PASSENGER RATES.

(Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class.	3rd Class.	
To Aden	£32	£15	£4	
Suez	36	25	9	Including Wine.
Port Said.....	36	24	9	
Alexandria.....	30	25	9-10	
Messina	50	34	14	
Naples	50	34	14	
Leghorn	50	34	14	
Genoa	52	34	14	
Marseilles (transhipment at Genoa).....	52	35	14-10	Without Food.

Children under 3 years, free of charge.
Children not above 10 years, half fare.
Next steamers from Bombay :—

INDIA, on WEDNESDAY, 1st NOVEMBER 1871.
ARABIA, on FRIDAY, 1st DECEMBER 1871.

The exact hour of departure will be fixed and published a day or two previous to sailing.

For Hand-books of Information, Rates of Freight, &c., apply to

VOLKART BROTHERS,
Agents Rubattino Steam Navigation Company.

Bombay, 30th September 1871.

NOTICE.—Consignees per s.s. ALONZO are hereby informed of the ARRIVAL of the VESSEL, and requested to TAKE DELIVERY at once of their respective GOODS.

W. NICOL & Co., Agents.

Bombay, 9th October 1871.

NOTICE.—Consignees per ship CITY OF MANCHESTER, arrived from Glasgow, are requested to DESPATCH BOATS TO TAKE DELIVERY of their respective GOODS; otherwise the same will be landed by the Captain, without further intimation, at the risk and expense of the concerned.

W. NICOL & Co., Agents.

Bombay, 9th October 1871.

NOTICE.—Consignees of CARGO per ship VICTORIA CROSS, arrived from Liverpool, are requested to SEND OFF BOATS for their respective GOODS without delay; otherwise they will be landed by the Captain, as they come to hand, at the risk and expense of the concerned.

Captain Cowley will not be responsible for the condition of any package after it leaves the ship's deck.

SCOTT & WILLCOX,
Agents for Captain Cowley ship Victoria Cross.

Bombay, 10th October 1871.

SHIPPING.

OVERLAND ROUTE.

On Saturday, the 14th October, at 3 P.M., from Mazagon.

THE P. & O. Co.'s s. s. DELHI (2,178 tons and 400 H.P.), Captain C. J. Wilkinson, will LEAVE for SUEZ as above, carrying H.M.'s Mails, also Passengers and Cargo for that Port, Brindisi, Southampton, &c.

Cargo can also be booked through to Trieste, Venice, Odessa, Genoa, Naples, and Havre, Liverpool or London.

No Cargo can be received on board after sunset on the day previous to sailing.

The Company reserve the option of forwarding all Goods shipped by their steamers for Europe, through Egypt, either by Rail, or by Canal in their own steamers, or in vessels employed for the purpose.

Passengers are requested to send their heavy baggage to Mazagon before 10 A.M. on the day of the Steamer's departure, in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Mazagon at 2 P.M., precisely, on the day of sailing.

REDUCTION OF FARES.

The Rates of Passage Money have been reduced as follows :—

To BRINDISI .....First Class Rs. 600 Second Class Rs. 300
To SOUTHAMPTON. „ „ 600 „ „ 300

Exclusive of Wines and Liquors, and the transit through Egypt.

All Children under 3 years of age, free ; above 3 and under 10, half fare.

G. F. HENRY, Superintendent.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

THE P. and O. Co.'s s. s. ELORA (1,727 tons and 300 H.P.), Captain J. C. Bardt, will be despatched for the above Ports on THURSDAY, the 12th Oct., leaving Mazagon at noon on that day, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of opium, the officer's receipt for which is not lodged in the Company's office before 11 A.M. on Tuesday, the 10th October.

G. F. HENRY, Superintendent.

SALES BY AUCTION.

BENNETT AND COMPANY, No. 4, Forbes Street.

NOTICE.

Messrs. BENNETT and Co. beg to inform their Customers and the Public in general of this Presidency, that they have removed their Office to No. 4, Forbes Street, next to Messrs. David Sassoon and Co.'s Office.

WEEKLY SALE.

On SATURDAY, the 14th instant, Messrs. BENNETT and Co. will sell by Public Auction, at their Rooms, a large quantity of Grey and Coloured Piece Goods, &c., &c.

AT 1 P.M.

One handsome English-built Dog-cart, by F. Smith, London.
One ditto ditto Park Phaeton, by E. Davis of Longacre.
One powerful Black Horse.

NOTICE.

For sale, the property of a Gentleman proceeding to England.

One black Australian Horse, 15-2 hands high, 7 years old, fast in harness, perfectly sound and free from vice.

ALSO,

One C Spring Buggy and Single Harness, both almost new, The former was built only 3 months ago.

For further particulars apply to Messrs BENNETT & Co.

AUCTION SALE of Valuable and Handsome Household Furniture, beautiful plated rich Crockery, Glassware, first class Masonic grand Sequar Pianoforte, by Flagell & Co., Carriages, Horses, &c., at Tardeo, near the Grant Road Station.

On TUESDAY, the 24th instant, Messrs. BENNETT & Co. are instructed to submit to Public Auction, at his late residence, at the abovementioned place, the Valuable and Handsome Household Furniture, Piano, Carriages, Horses, &c., the property of a Gentleman changing residence.

Full particulars will be given hereafter. Catalogues will be pub ished, and the property will be on view 4 days before the day of sale.

AUCTION SALE of FIRST CLASS CARRIAGES, HORSES, &c.

On SATURDAY, the 14th instant, at 2 P.M., Messrs. BENNETT & Co. are instructed to submit to Public Auction, at their Rooms, by order of the Receiver and Manager of the Estate of Ranchordass Megjee, deceased, the following Carriages, Horses, &c., &c.—

One First-class English-built Barouche, by "Holmes" of Derby.
One do. do. do. Double-seated Landau, do. do.
One do. do. do. do. do. Landau, by "H. Lloyd."
One do. do. Mail Phaeton, by "James Henderson & Co."

Three handsome fast-trotting Grey Arab Carriage Horses.
Two Cows and three Calves.
Three Sets of double Harness (second-hand), sundry Sets of Single Harness, and eight good Carriage Whips.

Bombay, Forbes Street, 12th October 1871.

MEHRJEE, JOHNSTON AND COMPANY, No 25, Apollo Street.

AUCTION SALE of Valuable Landed Property at Willimdy.

On MONDAY, the 16th day of October 1871, at 4 P.M., Messrs. MEHRJEE, JOHNSTON and Co. will submit to sale by Public Auction, on the premises, by order of the mortgagee Jarajs Sirjhaw Sunjjee Radhoobhai, and on account and at the risk of the mortgagors Subaram Raghoba, Bapoojee Vittoba and Cassinath Vittoba, the right, title and interest of the said mortgagee in the following valuable landed property, viz :—

All that piece or parcel of land or ground, together with the messuage, tenement or dwelling-house and premises standing thereon, situate, lying and being on the northern side of the Wittulwaddy Street, in the sub-district of Mandvie, in the cort called Tolwady, otherwise Wittulwaddy Street, the said house and building having assessed by the Collector of Assessment under No. 102, and the said piece of ground being registered by the Collector of Land Revenue under No. 761, and also containing in the west end thereof thirty-eight and a half feet, and at the east end thereof thirty-five feet, and on the north and south ends there-f eighty feet (be the same little more or l ss), and bounded on the east by the gully of the house of Eknath Nagoba, on the west by the public street called Wittulwaddy, on the south by t e public road called Wittulwaddy Road, and on the north by the house of Govinda Raghunathjee, all which said premises have for sometime past been and now are in the occupation of the said Succarams Bapoojee, Bapoojee Vittoba and Cassinath Vittoba.

AUCTION SALE of VALUABLE GROUND at GOREGAUM.

On TUESDAY, the 17th day of October 1871, at 4 P.M., Messrs. MEHRJEE, JOHNSTON and Company will submit to sale by Public Auction, at their Sale Room, No. 25, Apollo Street, by order of the mortgagee, Jarajs Si Bhawoo Sunjjee Radhoobhai, and on account and at the risk of mortgagor Bapoojee Vittoba, the right, title and interest of the said mortgagee in the following valuable vacant ground, viz. :—

All that piece or parcel of vacant land or ground situate in Goregaum, in the subdivision of Salsette, in the district of Tanna, admeasuring one hundre l and three acres and eighteen goontas, under five survey numbers, viz., twelve acr s under Survey No. 104, forty-three acres under Survey No. 117, twenty-four acres and eighteen goontas under Survey No. 119, sixteen acres under Survey No. 109, and twenty-five acres under Survey No. 118, and bounded on the east by the land of Yekuth Gungadhar, on the west by hilly ground belonging to the Government, on the north by Government land, and on the south partly by Government land and partly by the property of Beepjee Coojee, and which said piece of ground and premises were formerly in the occupation of Thacker Jethe Thapar and now in possession of Bapoojee Vittoba.

For further particulars and conditions of sale apply to the undersigned.

AUCTION SALE OF 54 CASES SHERRY.

TO-MORROW, FRIDAY, the 13th day of October 1871, at 2 P.M., Messrs. MEHRJEE, JOHNSTON and Co. will submit to sale by Public Auction, at the Apollo Bonded Warehouse, by order and on account of whom it may concern, saved from the wrecked steamer Broadalbane, ex Hamoody and Khodabux—

M S in oblong—54 cases Sherry, by Messrs. R.J. Braud & Co.

TERMS—CASH ONLY.

MEHRJEE, JOHNSTON & Co.

Bombay, 12th October 1871.

G. NICOLL & CO., SADDLERS AND HARNESS MAKERS, 30, MEADOW STREET, BOMBAY, AND EAST STREET, POONA.

SADDLERY AND HARNESS OF EVERY DESCRIPTION ALWAYS ON HAND.

Orders immediately attended to.

N.B.—HARNESS AND SADDLERY REPAIRS CAREFULLY AND PROMPTLY EXECUTED.

ROWLAND AND CO., SADDLERY AND HARNESS ESTABLISHMENT, 19, MEADOW STREET AND RAMPART ROW, FORT, BOMBAY.

(Next Door to Jaffer Sulliman's Bazaar.)

Every description of SADDLES, BRIDLES, HARNESS, and WHIPS, always on hand.

OUTSTATION ORDERS should be accompanied by a REMITTANCE or Reference for Payment in Bombay.

RUSSELL AND CO., BOOT AND SHOE MAKERS, EAST STREET, POONA, AND 24, MEADOW STREET, BOMBAY.

PRICE LIST and DIRECTIONS for SELF-MEASUREMENT forwarded FREE on application.

RUSSELL AND CO., BOOT AND SHOE MAKERS, NO. 24, MEADOW STREET, BOMBAY.

JUST received, via Overland, a large assortment of GOODS, manufactured expressly for them, comprising as follows :—

Ladies' Glove Kid Military Heel Boots,	
„ „ and Patent Leather Boots.	
„ „ Coloured French Cashmere ditto,	
„ Black ditto ditto ditto.	
„ „ Kid and Patent Leather Shoes, with Cromwell Rosette and Buckles, Walking Shoes.	
Gentlemen's All Patent Leather Chelsea Boots.	
„ Enamel Leather, Garibaldi Boots.	
„ Fyench Calf and Kid ditto.	
„ Buckskin Boots.	
„ Canvas Elastic Boots and Shoes.	
„ Racquet Shoes, India rubber Soles.	
„ Sundries.	

Racquating and Cricketting Kit, Gaiters, Silk Umbrellas, Hunting and Riding Whips, Regulation Steel, Brass, and Plated Spurs, &c., &c.

N.B.—All Orders from Outstations must be accompanied with remittance or reference for payment.

Directions for Self-measurement and Price List forwarded on application.

RUSSELL & Co.

MESSRS. BOURNE & SHEPHERD, PHOTOGRAPHIC ARTISTS OF SIMLA AND CALCUTTA,

Have the pleasure to announce that a branch of their business WILL BE OPENED IN BOMBAY, ON 1st NOVEMBER 1871, on the Premises in RAMPART ROW, recently vacated by the National Bank of India.

NEW ADVERTISEMENTS.

GRANT ROAD THEATRE.

HELLER'S WONDERS.

BRILLIANT SUCCESS OF ROBERT HELLER.

The Audience delighted with the wonderful manipulation of this great

SOMATIC CONJUROR AND PIANIST.

THIS EVENING, THURSDAY, OCT. 12TH, AT 9 SHARP.

THE WONDERS ..... 1.
MUSIC ..... 2.
MYSTERY ..... 3.
INSTRUCTION ..... 4.

For full particulars see Programmes.

Box Office open at 9 A.M. at Soundy & Co.'s.

Mr. Heller will perform EVERY NIGHT THIS WEEK, DRESS CIRCLE, Rs. 5 ; STALLS, Rs. 3 ; UPPER CIRCLE, Rs. 2.

Doors open at 8 ; commence at 9.

Carriages can be ordered at 11.

GREAT INDIAN PENINSULA RAILWAY.

TEAK TIMBER.

TENDERS are invited for the supply of such quantities as the Company may require, for one year, of well-seasoned Moulmein or (and) Rangoon TEAK TIMBER, in Square Logs, Sound and Straight, not less than 12 inches square and 20 feet in length, to be delivered at the Company's Stores Depot, Byculla, at the rate of not less than between 250 and 300 tons per month, commencing from the 1st day of January 1872.

Specification and form of Tender may be obtained on application at the Storekeeper's Office, Byculla, Bombay.

Sealed Tenders, endorsed, "Tender for Teak Timber," and which must specify whether of Moulmein or Rangoon, and the rate per ton of 50 cubic feet, delivered at the Stores Depot, Byculla, will be received by the Agent, at the Company's Offices, Elphinstone Circle, Bombay, up to noon on THURSDAY, the 30th November next.

The person whose Tender shall be accepted will be required to enter into a Contract, and for the due fulfilment of the same to find sureties amounting to 10 per cent. on the estimated value of the Contract.

The Agent does not bind himself to accept the lowest or any Tender.

W. WARDEN MORICE, Storekeeper.

Stores Office, Byculla, 11th October 1871.

NOTICE is hereby given, that MEMON HAJEE HAROON MAHOMED, of Bombay, Mahomedan Inhabitant, has contracted to SELL to CHURCHUND ALLADCHUND, of Bombay, Hindoo Inhabitant, the UNDERMENTIONED PROPERTY. All persons having any claim or claims against the said property by way of inheritance, gift, sale, mortgage, or otherwise, are hereby required to make the same known, in writing, to the Undersigned, at their Office, Parsee Bazar Street, Fort, within 14 days from the date hereof, otherwise the Sale will be completed without regard to any such claims.

—Dated this 11th day of October 1871.

HEARN, CLEVELAND, & PEILE, Attorneys to Nemchund Meelapchund.

All that piece or parcel of Foras Freehold New Salt BATTY GROUND, with the superstructure, bungalow, stable, and outhouse thereon standing the same is bounded with walls on all sides, belonging to the said premises, except the wall on the west side thereof, which is bounded by Palmyra, situate, lying, and being without the Fort walls of Bombay, at or near Tardeo, the said piece of ground being registered in the books of the Collector of Land Revenue under No. 320, and the said bungalow and premises assessed by the Coll ctor of Assessment under No. 20, and which said ground contains by admeasurement six hundred and eighty-seven square yards or thereabouts, be the same little more or less, and is bounded as follows, that is to say, on or towards the east by the Foras road, on or towards the west and south by the Foras ground, the property of Motleebai, wife of Manockjee Nowrojee Wadia, and on or towards the north by the property of Memon Ebrahim Dada.

GIRLS' SCHOOL at PANCHGUNNY.—

Mrs. SCOTT begs to inform the Public that she has OPENED a GIRLS' SCHOOL at PANCHGUNNY, where a good English Education will be given. Besides having the benefit of a good climate, the Children will be well cared for. For particulars please address Mrs. SCOTT, Lionel Cottage, Panchgunny.

Panchgunny, 11th October 1871.

MATHERAN.

THE WOODLAND, known as Mr. LEATHES' BUNGALOW, kept in a First-rate condition. It has three Bed-rooms, and the House is well-furnished. Rent only Rs. 350. Apply to

P. BYRAMJEE, House Agent.

22, Rampart Row.

MATHERAN.—The BUNGALOW known as Mr. BUCKERSTETH'S BUNGALOW, with a detached House, open to the Sea view and westerly breeze. Rent Rs. 500 for the Season.—Apply to

P. BYRAMJEE, House Agent.

22, Rampart Row.

CONDENSED MILK, PREPARED BY THE ANGLO-SWISS CONDENSED MILK COMPANY, is pure ; wholesome ; cheap ; delicately flavoured ; excellently adapted for the use of delicate Infants and Invalids.

SOLD IN SEALED TINS AT

Each.	per dozen.
Cash Rs. 1	Rs. 8 8
Credit „ 1 0	„ 10 8

BY THE SOLE AGENTS AND CONSIGNEES, TREACHER & Co. (Limited).

WATER FILTERS.

Experience of all the Filters introduced for several years past has satisfactorily demonstrated the superiority for use in India of the

CHARCOAL BLOCK FILTER,

which presents the advantages of perfect purification of water —easiness of cleaning—entire removal (on exhaustion of its depurative properties) of the filtering medium.

A variety of sizes extending from (the Pocket Filter at) Cash Rs. 4 to Credit Rs. 36.

ON SALE BY THE SOLE AGENTS,

TREACHER & Co. (Limited).

NOW LANDING, FROM SHIP "ALBERT VICTOR."

STILL AND SPARKLING HOCKS AND MOSELLES.
GIESLER'S CHAMPAGNE.
J. & C. WHITE'S SHERRIES.
TREACHER & Co.'s SHERRIES.

NEW ADVERTISEMENTS.

SHERIFF'S PROCLAMATION. HIGH COURT. Suit No. 483 of 1871.

Jha Shamjee Bhimjee, Hindoo, of Bhownuggur, in Presidency of Bombay, by his constituted attorney, Junmadass Bappoojee, of Bombay, Hindoo inhabitant, residing at Nagdavee street, without the Fort, Bombay.....Plaintiff.

vs.

Jamsetjee Peerozshaw, of Bombay, Parsee, Contractor, residing on the Girgaum Back Road, without the Fort, Bombay.....Defendant.

It is hereby proclaimed and notified, that on THURSDAY, the 16th day of November next, at 4 o'clock in the afternoon, (under and by virtue of a Warrant for 8 ls of Immoveable Property issued on the 21st day of September last in the above Suit) will be put up for Sale by Public Auction, on the premises, the undermentioned immoveable property of the above named Defendant :—

The Defendant Jamsetjee Peerozshaw's interest, as beneficial Mortgagee, contingent Trust of the nominal mortgagee, Bhicoojee Peerozshaw, from Allybhoy Somjee, in all that piece or parcel of land or ground, with the messuage, tenement, or dwelling-house standing thereon, situate in and on the east side of the Dookary Cooly Cross Street, without the Fort, in the city of Bombay, in the sub-district of Mandvee, and registered by the Collector of rension and Tax under No. 225, and assessed by the Collector of Assessment under No. 353, containing by admeasurement fifty-two square yards or thereabouts, and bounded as follows : on the east by a passage for sweepers common to the abovementioned property and the adjoining premises, and separating the above-mentioned property from the Great Indian Peninsula Railway ; on the west by the Dookary Cooly Cross Street, on the north by the house of Rabool Khaja, and on the south by the house of Beebunbaee, which said property has been for some time past, and now is, in the occupation of Allybhoy Somjee and his tenants, towards the satisfaction of the sum of Rs. 6,634-10-10 for debt and interest, and further simple interest thereon at six per cent per annum from the date of the said Decree until payment.

The sale will extend only to the Right, Title, and Interest of the said Defendant in the above specified property. 25 per cent deposit money to be paid at the time of sale. For further information apply at the Office of the Sheriff of Bombay.

BHAU DAJI, Sheriff of Bombay.

Bombay, Sheriff's Office, 11th October 1871.

Mr. C. Tyabjee, Plaintiff's Attorney.

WANTED, for the BYCULLA CLUB, TWO FIRST CLASS SERVANTS. Further particulars on application at the Secretary's Office.

Byculla Club, 9th October 1871.

SALE of VALUABLE HOUSEHOLD PROPERTY at JUBBULPORE.—To be SOLD by AUCTION, on MONDAY, 30th October, at Jubbulpore, the property of the G. I. P. Railway Company, the following BUILDINGS, consisting of Workshop, Small Bungalow and Outhouses, with packs Well, most conveniently situated near to the old Dak Bungalow.

ALSO,

Two small GODOWNS, in walled enclosure, contiguous to the above.

Further particulars may be had on application to GEO. H. WRIGHT, Esq., Resident Engineer, Jubbulpore.

G. A. BARNETT, Acting Agent.

THACKER, VINING, & Co.

NEW BOOKS.

Russell Reynold's System of Medicine, vol. 3 ...	Rs. 15 12
Rustow's War for the Rhine Frontier, its Political and Military History, vol. 1 ...	„ 20 0
Cruickshank's Comic Almanack, 1844 to 1853 ...	„ 4 12
Shut up in Paris, by N. Sheppard ...	„ 6 12
Paris under the Commune. Numerous illustrations by Leighton ...	„ 6 12
Elephanta—Photographs by Sykes, with Text by J. Burgess, F.R.G.S. ...	„ 45 0
Oliver Twist, *new cheap illustrated edition* ...	„ 1 8
Adventures of Mr. Golightly, a Cambridge Freshman ...	„ 3 12
Bombay Harbour Pilot and Guide ...	„ 2 4
The Old Colonel and the Old Copy, by Lieut. Col. C. E. S. Glegg ...	„ 5 0
The Story of Pauline, a Tale ...	„ 3 12
Ierne Russell ...	„ 3 12
Mackay's Thousand and One Gems of Poetry ...	„ 7 14
Replications and Instructions for Encampments ...	„ 0 8
Perfect Ceremonies of Craft Masonry ...	„ 4 8
Buchan's Meteorology ...	„ 3 0
Hand Book of Mining Tools ...	„ 6 0
Lockhart's Life of Scott. New edition ...	„ 1 8
Russell's Book of Authors ...	„ 2 4
Post and Paddock, by the "Druid" ...	„ 1 8
Saddle and Sirloin, by do ...	„ 1 8
Bones and I, by Whyte Melville ...	„ 1 8
Lord Byron in Love ...	„ 0 10
Abbott's English Lessons for English People ...	„ 3 0
Morris Sophistoma, a series of Lectures on Pantheism, Positivism, &c. ...	„ 4 12
Norton's Leading Cases in Hindu Law, part 2 ...	„ 21 0
Chalmers' Digest of Bombay Regulations ...	„ 3 4
Donaldson's Specifications, new edition ...	„ 26 4
The Old Bushman's Sporting Sketches ...	„ 4 12
Captain FitzGerald's Battle of Sedan ...	„ 1 8
A Son of the Soil ; Mrs. Oliphant ...	„ 1 8
Ferny hurst Court ; by author of Stone Edge ...	„ 2 8
Behind the Veil ; by author of Six Months' Hence ...	„ 29 0
Procter's Star Atlas ...	„ 15 12
Case Ib Book ; J. Birds, Vol 2 ...	„ 6 12
East India Army and Civil Service List—July ...	„ 3 1
Daily News' War Correspondence, Cheaper Edition in 1 vol.	3 12
Illustrated News. Vol. Jan. to June, 1871 ...	„ 15 0
Adam's Beautiful Shells ...	„ 2 4
Asher's English Reprints—Bacon ...	„ 3 12
Walton's Ironmastry ... Oligarchy ...	„ 6 0
Glenn's Laws affecting Medical Men ...	„ 8 12
A Brave Lady ; by author of John Halifax ...	„ 3 4
Alice's Land of Sun ...	„ 1 8
Huyse's Canadian Red River Expedition ...	„ 6 12
L'Architecture de Paris, 80 plates ...	„ 35 0
My school Days in Paris ; by Margaret LeFaune ...	„ 3 4
Pope's Text Book of Indian History ...	„ 5 8
Canoe Travelling : Le g of a Cruise on the Baltic ; by Baden Powell ...	„ 3 12
The Wheel of the Law ; or Buddhism illustrated from Siamese Sources, by the modern Buddhist, with a Life of Buddha by H. Alabaster ...	„ 8 12
Nasa-au W. Senior's Journal in France and Italy, 1848 to 1852, 2 vols. ...	„ 15 0
Inside Paris during the Siege ; by an Oxford Graduate ...	„ 4 12
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Weightman on Sugar and Molasses ...	„ 5 12
The New Bible Commentary, called the Speaker's Commentary, by Writers appointed by sanction of a Committee of Bishops, Nos. 1 to 5 ...	„ 18 12
Guesses at Truth, New Edition ...	„ 3 0
Sterne's Uncle Toby ...	„ 1 8
Wilson's (H. H.) Select Specimens from the Theatre of the Hindus, 2 Vols. ...	„ 15 0
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Help's tale of Hernando Cortes. 2 Vols. ...	„ 15 9
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E. H. Bickersteth's Two Brothers, and other Poems ...	„ 2 8
Morris's Earthly Paradise. Vols. 3 and 4, each ...	„ 7 8
Transactions (Social Science Association, 1870 ...	„ 1 8
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My Schoolboy Friends, or Whitminster School ...	„ 3 4
Hunter's Skill in Equity ...	„ 6 12
Martin's Microcosmus Objects, figured and described ...	„ 15 12
Chamber Dramas for Children. By Mrs. G. Macdonald ...	„ 4 12
Stephen Scudamore : a Tale for Boys ...	„ 3 4

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NOTICES.

THE STANDARD LIFE ASSURANCE COMPANY.

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SPECIAL NOTICE.

THE COMPANY'S BUSINESS YEAR will CLOSE on 15TH NOVEMBER 1871, and in order to secure the advantage of this year's entry to the Profit Scheme, Proposals should be lodged with the Agents on or before that date. The next Division of Profits will take place in 1875.

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NOTICE !!!

THOSE CELEBRATED ENGLISH COMEDIANS,

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HENDERSON'S PATENT DIAGONAL KNIFE FOR COTTON GINS.—The MOFUSSIL COMPANY, Limited, is now prepared to REGISTER ORDERS for these KNIVES for the coming Season.

JAMES MELVILLE, General Manager.

LOST, on SUNDAY EVENING last, at Mazagon, a Small, Black and Tan TERRIER DOG, with a Red Leather Collar on. Whoever will bring the same to Messrs. THOMSON & Co., Fort or Mazagon, or give information which will lead to its recovery, will be REWARDED.

MOULVIE LIAKUT ALI, the renowned REBEL CHIEF of 1857, now on trial for his life.

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22, Apollo Street, opposite the Secretariate,

Beg respectfully to invite the attention of Merchants, Captains of Vessels, Contract

COMMERCIAL INTELLIGENCE.

SHARE MARKET.

WEDNESDAY AFTERNOON.

MARKET steady; not much doing.

TELEGRAPH LINE REPORTS.

KURRACHEE, 11th Oct., 9 P.M.—Latest dates from United Kingdom, via Russia, 10th Oct., 7-5 P.M.; via Turkey, 9th Oct., 8-40 P.M. From Continent of Europe, via Turkey, 10th Oct., 11-50 P.M. From America, via Russia, 10th Oct., 7-5 P.M. Cable right to Fao; Turkish line right to Fera; Persian line right to London.

MAHABLESHWUR, 11th Oct., 11-30 A.M.—Office opened this day.

BOMBAY GOVERNMENT TELEGRAPH OFFICE—11TH OCTOBER, 9 P.M.

Latest dates from United Kingdom.

Via Russia, 10th October, 6-31 P.M., Greenwich time. Time in transit, 17 hours 30 minutes

Via Turkey, 9th October, 4-40 P.M., Greenwich time. Time in transit, 29 hours 55 minutes.

Via Red Sea, 11th October, 12 P.M., Greenwich time. Time in transit, 2 hours 15 minutes.

Latest dates from Continent of Europe.

Via Turkey, 10th October, 11-50 P.M., Greenwich time. Time in transit, 9 hours 50 minutes.

Via Red Sea, 11th October, 10-45 A.M., Greenwich time. Time in transit, 1 hour 48 minutes

Latest dates from America.

Via Russia, 10th October, 7-55 P.M., Greenwich time. Time in transit, 19 hours 5 minutes.

The time occupied in the transmission of messages to Bombay from 9 P.M. of the 10th to 9 P.M. of the 11th October is as follows:—

To Bombay.	Max.	Min.
From Kurrachee	0 39	0 1
„ Calcutta	2 16	0 4
„ Madras	3 3	0 5
„ Galle	10 35	0 0

SHIPPING.

DAILY FREIGHT REPORT—11TH OCTOBER.

London	Cotton	£2 15s. Nom.
	Cases	£2 15s.
	Seeds	£2 7s. 6d. to £2 10s.
Liverpool	Iron Ships Cotton	£2 10s. 0d. to £2 12s. 6d.
	Wooden Ships „	£2 7s. 0d. to £2 10s. 0d.
	Myrabolans & Cow hdls	£1 10s. 0d.
	Seeds	£2 0s. 0d.
Havre	Cotton	No ship.
	Oilfee	
Overland Steamers		£3 5s. 0d. to £3 7s. 6d.
Liverpool via Suez Canal		£2 17s. 6d. to £3 2s. 6d.
	Steamer Cotton	Rs. 8 to 9 per bale.
China	Opium	Rs. 2610 to 30 per chest
	Sailing Ships	Rs. 6 per bale
Calcutta		Rs. 3 0 0 to 4 0 0 per on
Calcutta to Bombay		Rs. 19 and Calcutta Port charges
Mauritius		8 annas to 10 p. bag nominal.

DEPARTURES.

Oct.	Vessel.	Commander.	Destination.
11	Glencora	Aberdeen	Calcutta.
	Essex	Callander	Moulmein.
	Maria Stella	Cuzeau	Alleppy.
	General Havelock (s)	Drewitz	Malabar Coast.
	Sir Bartle Frere (s)	Hibbert	Malabar Coast.
	Sir J. R. Carnac (s)	Baffin	Coast and Goa.

The steamer Ellora, Babot, to China, obtained her port clearance yesterday.

The steamer Lord Clyde, to Malabar Coast, began to load yesterday.

HOOGHLY.

ARRIVALS.

Oct.		
7	David G. Fleming	Cowell ..... Newcastle, April 11.
	Kalodyne	Thomson ..... Bombay, Sept. 11.
8	Houghton	Nacoda ..... Jedda, August 8th.
	Knighton	Reddell ..... Bombay, Sept. 18.
	Madras (s)	Starratt ..... Moulmein, October 1.

DEPARTURES.

Oct.		
7	Ironbope	.....
	Cleopatra	.....
	French Empire	.....
	Candahar	.....
	Richard Rylands	.....
	Haddington	.....

DAILY IMPORTS.—11TH OCTOBER.

FROM LONDON.

Medea, 5 cases sherry, Cutler, Palmer & Co.

Hadden Hall, 7 cases cognac, and 5 cases sherry, Cutler, Palmer & Co.

The Tweed, 10 cases sherry, Cutler, Palmer & Co.

Erl King (s), 4 cases round zinc mirrors, 3 cases white copper foil, 4 cases cough lozenges, and 4 cases needles, Gaddum & Co; 2 casks port, N and B Wadia & Co.

Albert Victor, 65 drums turpentine, and 18 rolls sheet lead, H Alexbhoy.

DAILY EXPORTS.—11TH OCTOBER.

FOR LIVERPOOL.

Khedive (s), 500 bales cotton, David Sassoon & Co.

Delhi (s), 30 bales cotton, D Morwanjee; 60 bales wool, M Toolseedas.

Erl King (s), 200 bales cotton, David Sassoon & Co; 1,800 bags linseed, W Nicol & Co.

Euxine (s), 2 bales cotton, S Narronjee & Co; 25 bales cotton, S Khetsee; 66 bales cotton, Lawrence & Co; 45 bales cotton, R Motecchund; 93 bales wool, M Jaitha; 105 bales cotton, S Sreeseeson; 42 bales cotton, L Pudoonee; 35 bales cotton, M Rathee; 2 chests shawls, S Sobaram; 145 bales cotton, M Framjee & Co; 4 bales cotton, L Pu.

Callinchee, 29 bales cotton, R Ragoonath; 100 bales cotton, M Jamsetjee; 116 bales cotton, L Ghandy.

FOR HONGKONG.

Ellora (s), 84 chests M opium, E D Sassoon; 15 chests M opium C Bhanu; 10 chests M opium, G Coonjlall; 8 chests M opium, F Amoojeebhoy; 10 chests M opium, R Kaloomar; 18 chests M opium, R Habibhoy; 35 chests M opium, C Jensray; 12 chests M opium, G Seonghance; 25 chests M opium, R Eduljee; 5 chests M opium, H Jugnath; 7 chests M opium, M Goculdass; 6 chests M opium, A Habibhoy; 15 chests M opium, H Ramgopal.

FOR SHANGHAI.

Ellora (s), 11 chests M opium, C Bomanjee & Co; 5 chests M opium, G Calanjee; 65 chests M opium, H Sirdarmul; 119 chests M opium, R Eduljee.

FOR LONDON.

Delhi (s), 1 chest shawl, M Ramchunder; 5 chests shawls, S G Hooson; 15 chests M opium, A Habibhoy.

FOR TRIESTE.

Khedive (s), 50 bales cotton, K Freiwerck & Co.

WEATHER REPORTS.

CARWAR, 11th Oct, 9 AM—Weather fine, wind south, thermometer 78, barometer 29-95.

VINGORLA, 11th Oct, 11 AM—Weather cloudy, wind south-west, thermometer 82, rainfall 4 cents.

MANGALORE, 11th Oct, 12 NOON—Weather fair, thermometer 79.

CANNANORE, 11th Oct, 10 AM—Weather clear, wind south-west, thermometer 75, barometer 30·020.

TUTICORIN, 11th Oct, 11 A.M.—Weather cloudy, wind south-east, thermometer 86·5 barometer 29·795.

MILITARY.

ARRIVALS.—OCTOBER 11.

Lloyd, Captain, Staff Corps, on duty, from Ahmedabad.

Lauder, Ensign, 26th Regiment, on sick leave, from Dinapore.

Rooke, Major, late 12th Native Infantry, on leave, from Cawnpore.

Halliday, Captain, 1-11th Regiment, on sick leave, from Morar.

DEPARTURES.—OCTOBER 11.

Bannerman, Captain, 1st Central India Horse, to rejoin, to Augur.

Clarke, Major, 4th Hussars, to join, to Meerut.

Moore, Captain, Offg. Pension Paymaster, on duty, to Roha.

Trevor, Lieutenant-Colonel, Royal Engineers, on duty, to Simla.

Turton, Lieutenant, Royal Artillery, on leave, to Kirkee.

GOVERNMENT OF INDIA ORDERS.

(*Gazette of India*, Oct. 7.)

HOME DEPARTMENT.

The undermentioned Covenanted Civil Servants have been granted by H M's Secretary of State for India extensions of leave for the period specified against their names:—

Mr T Roberts.—one month on medical certificate.

Mr J A Marcel,—six months on medical certificate.

Mr J Shaldy,—three months on private affairs.

Mr. H. C Barstow,—three months on private affairs.

Mr W H Cole, MA, Asst Supt, 2nd Grade, Great Trigonometrical Survey of India, is promoted to the rank of Asst Supt of the 1st Grade with effect from 4th Dec. 1870.

L E P Veitch, B A, is appointed an Asst Supt in the Topographical Branch of the Survey Depart.

The Governor General in Council is pleased to make the following promotions in the Forest Department:—

Mr. R. H. E. Thompson, Asst Conservator of Forests, 1st Grade, in the N-W P., and at present offg as Depy Conservator of Forests, 3rd Grade, is confirmed in the latter appointment, and will continue to be employed in the Central Provinces.

Mr. A. L. Home, Asst Conservator of Forests, 2nd Grade, in the Punjab, and at present offg as Depy Conservator of Forests, 3rd Grade, is confirmed in the latter appointment, and will continue to be employed in the Central Provinces.

Mr T W Webber, Asst Conservator of Forests, 1st Grade, in the Central Provinces, is appointed to officiate as Depy Conservator of Forests, 3rd Grade, vice Mr G Greig, at present offg as Conservator of Forests in the N W P, and will, on return from leave, be attached to the Lower Provinces of Bengal.

Mr A Drysdale, Asst Conservator of Forests, 1st Grade, and at present offg as a Depy Conservator of Forests, 3rd Grade, in the Berars, will, on his being relieved by Capt Stanhouse, discontinue to officiate as a Depy Conservator of Forests, 3rd Grade, vice Mr G W Strettell, on leave, and will be attached to the Lower Provinces of Bengal.

Mr F F Kisener, Asst Conservator of Forests, 2nd Grade, in British Burmah, is promoted to the 1st Grade with effect from this date.

FOREIGN DEPARTMENT.

H E the Viceroy and Governor General in Council has learnt with satisfaction that the Raja of Beronda, in Bundlecund, has abolished all transit dues within his territory.

Subject to the confirmation of H M's Government H E the Viceroy and Governor General in Council is pleased to recognize the appointment of Mr. George Hackett as Acting Consul for Belgium at Akyab during the absence of M. Louis Achard.

Lt C E. Yate, Probationer for the Bom S C, is appointed Doing Duty Officer with the Krinpoora Irregular Force until further orders.

FINANCIAL DEPARTMENT.

Mr H A Mangles made over charge of the office of Accountant General, Bengal to Mr W Clark, on the afternoon of the 23rd ult.

The Governor General in Council is pleased to sanction the insertion of the following rule as No. 4 under sec. XXXI. of the Covenanted Civil Service Leave Code:—

An officer drawing allowances under this section should be appointed to the first appointment (not being a special one) suitable to his rank and qualifications, which may become substantively vacant. If its pay is less than that of the substantive appointment which the officer last held, he should be promoted as substantive vacancies occur, until his pay is equal to that of the substantive appointment which he last held. Until he regains this position, he may draw, unless the Local Government declare him unfit to be restored to his former rank, such personal allowance as will raise his salary to the amount which he would draw under this section, and the rules explanatory of it.

MILITARY DEPARTMENT.

Sung-Major James Peter Brougham, M D, of the Medical Dept, is permitted to retire from the service on a pension of £550 per annum, with effect from the 1st Oct 1871.

H E the Governor General in Council is pleased to make the following appointment:—

Major Genl H P Dunsford, C B, of the Ben S C, temporarily to the divisional staff of the army, during the absence on leave on private affairs of Major-Genl B Taylor, or until further orders.

H. E. the Governor General in Council is pleased to make the following appointments:—

Lt M. J. King-Harman, 1st Sub, Peshawur Mountain Bat, a candidate for the Staff Corps, to be Wg Sub on probation, vice Lt C E Hunter, appointed Adjt.

Lt King-Harman to continue to serve with the Peshawur Mountain Bat during the employment of the battery on field service, or until further orders.

Lt R G FitzGerald, 2nd Sub to be 1st Sub, vice Lt M J King-Harman.

Lt R R Ellis Sub, No. 2 Horse Lt Field Bat, to be 2nd Sub, vice Lt R G FitzGerald.

In supersession of G G O No 1129, dated 23rd Dec 1862, the Rt Hon the Governor General in Council is pleased to lay down the following scale, showing the weight of baggage to be allowed to officers when proceeding on inland active service:—

	lbs.	Mds.
General Officers commanding forces	Discretional.	
Ditto ditto divisions ...	720	9
Ditto ditto brigades ...	640	8
Colonels	560	7
Lt-Colonels and Majors...	480	6
Captains	400	5
Subalterns	320	4
Second class Warrant and Native Commissioned Officers, Apothecaries, Assistant Apothecaries, Hospital Apprentices, Departmental Staff Sergeants, Native Doctors, European, Eurasian, and Native clerks	160	2
Native Medical Pupils	40	½

	Officers' mess, mds.	Sergts' mess, mds.
Rest of British Cavalry or Infantry... ...	24	8
Wing of British Cav with head quarters ...	13	5
Ditto ditto without ditto ...	10	4
Ditto ditto with ditto ...	18	6
Ditto ditto without ditto ...	16	5
Troops of British Cav company of Royal Engineers, Sappers and Miners or British Inf	4	2
Head-quarters of brigade of Royal Arty	0	4
Bat of Royal Arty	6	4
Regt of Nat Cavy or Inf	16	0
Wing of ditto ditto	10	0

Medical and other officers according to relative rank, including warrant officers having honorary commissioned rank.

In ordinary movements, such as relief, the weight of baggage laid down in G G O No. 1129, dated 23rd December 1862, will be adopted.

On occasions of troops proceeding on service into the hills or beyond the frontier, special orders will, in each case, be issued, regarding the amount of baggage to be taken by the several ranks.

H E the Governor General in Council is pleased to make the following appointment in the Medical Department:—

Depy Inspr Genl of Hospitals, with temporary rank, George Ranken Playfair, M D, to have permanent rank from the 4th Oct 1870, in room of Depy Inspr Genl of Hospitals J. Rose, who vacated his appointment on proceeding on furlough to Europe on medical certificate.

The undermentioned officers are permitted to proceed to Europe on furlough on private affairs:—

Lt-Col Henry William Gulliver, of the Royal Engineers, Superintending Engineer, 1st Grade, Department Public Works, Punjab,—for two years under the Reg of 1868, embarking at Bombay.

Lt (1st Capt) George Lamb, of the R A, Commissary of Ordnance, 3rd Class,—for two years under the Reg of 1868.

PUBLIC WORKS DEPARTMENT.

Mr W R Chill, Supervisor, 2nd Grade, Rajpootana, is granted one month's leave on urgent private affairs with effect from 8th Sept 1871.

The services of Lt E P Leach, R E, Asst Engr, 2nd Grade, Central India, are placed at the disposal of the Director of Agriculture, Arts, and Commerce for employment in the Survey Depart.

The following Notification of the Financial Dept is re-published for information and for guidance in cases of persons ordinarily engaged for service in the P W D who are more than 25 years of age:—

No. 423, dated Fort William, the 20th January 1871.

RESOLUTION—The Governor General in Council observes that the admission into the service of other than young men tends to throw upon the state an undue liability in respect of pensionary allowances.

H E in Council is accordingly pleased to declare that, as a general rule, no person should be admitted into the Uncovenanted Service of Government after he has attained the age of 25 years. But if, for special reasons, any one is, after this date, admitted at a later age, then, in the event of his being required to retire under the operation of a rule for the removal of officers from the service as superannuated on their attaining a particular age, the pension to which he would, but for this rule, be entitled, shall be reduced in the proportion which the number of years of pensionable service he has completed bears to 30 years—the full period required for a good service pension.

For instance, if an officer so retiring has completed 20 years service, then his pension will be one-third of his average pay multiplied by 20/30, if he has completed 26 years then it will be half his average by * multiplied by 2½/30.

* For the last five years of his service, the limit of Rs. 2,000, Rs. 3,000, Rs. 4,000, or Rs. 5,000 is to be applied before and not after this multiplication.

The Governor General in Council is pleased to make the following appointments in the Railway Branch of the P. W D with effect from the 10th inst:—

To be Consulting Engineers to the Government of India for Guaranteed Railways.

Lt-Col C. Pollard, R E, Chief Engineer, 3rd Class (offg in the 2nd Class,) Offg Consulting Engineer and Joint Secretary to the Government of the Punjab.

Lt Col F S Taylor, R E, Chief Engineer, 3rd Class (offg in the 2nd Class), Consulting Engineer and Joint Secretary to the Government of Bengal.

Capt R de Bourbel, R E, Saptdg Engineer, 2nd Grade, and Consulting Engineer and Joint Secretary to the Chief Commissioner of Oudh.

To be Deputy Consulting Engineers to the Government of India for Guaranteed Railways.

Capt C H. Luard, R E, Executive Engineer, 1st Grade, and Depy Consulting Engineer to the Government of Bengal.

Capt L Conway-Gordon, R E, Ex Engineer, 1st Grade, Depy Consulting Engineer and Assistant Secretary to the Government of the Punjab

Lt W Shepherd, R E, Ex Engineer, 2nd Grade, Depy Consulting Engineer to the Chief Commissioner of Oudh.

Lt W A J Wallace, R E, Ex Engineer, 3rd Grade, Asst Consulting Engineer to the Government of Bengal.

To be Examiners of Accounts to the Government of India for Guaranteed Railways.

Mr W B Farr, Bengal, on (on leave); Mr W G Bayly, Asst Controller, 1st Grade, to officiate as Examiner of Railway Accounts, during the absence on leave of Mr Farr, or until further orders.

ORDERS BY THE COMMANDER-IN-CHIEF IN INDIA.

Head Quarters, Simla, 4th October 1871.

The C-in-C in India has been pleased to appoint to his Personal Staff, during the temporary absence of Maj H Mocatta, on special duty, Lieut M H Court, General List, Cav, as Offg Interpreter. Dated 25th Sept 1871.

107th Regiment—Subject to approval by His Royal Highness the Field Marshal Comdg-in-C, the C-in-C in India is pleased to make the following appointment:—

Lieut F W Robertson to be Instructor of Musketry, vice Playfair, promoted, with effect from the 1st of Jan 1871.

Local rank is assigned to the undermentioned officer:—

Capt and Local Maj W A Ross, R A, to be Lt-Col, from the 14th of June 1871.

Lt-Col, Bt Col, H Nicoll, S C, is transferred from Fyzabad to Jullundur, for general duty.

Lt-Col, Bt Col, C Jackson, Ben Inf, is, at his own request, transferred from Peshawur to Meerut, for general duty.

Capt F B Prinsep, 21st Hussars, to officiate as Brig Maj at Meean Meer, during the absence on special duty of Capt C E Bates, or until further orders.

Official notification has been received of the undermentioned officer having, on his recent promotion, been posted to the battalion of his regiment specified:—

1st Foot—Lt R W Goldsworthy, 2nd Batn.

The undermentioned candidates are reported to have passed the lower standard examination in Hindoostanee on the 4th ultimo:—

Lance Corpl W H H Hauretty, 1-17th Foot.

Private E Dohony, 62nd Foot.

The undermentioned officers have leave of absence:—

Divisional Staff—Lt-Genl B Taylor, Comdg Oudh Division, to remain in Cashmere, from the 15th October to the 1st Nov, on private affairs, in extension of the leave granted in G O C C of the 23rd August, p 424.

5th Lancers—Capt L M Carmichael, to remain in Calcutta, from the 15th Oct to the 12th Nov, on private affairs, in extension of privilege leave.

Royal Artillery—Lieut-Col, Bt Col, W B Marshall, 24th Brig, to remain in England, from the 21st Jan to the 21st March 1872, on private affairs, in extension.

2nd Capt A Swinton, No 2 Bat, 22nd Brig, to remain at Dalhousie, from the 3rd to the 15th Oct, on urgent private affairs, in extension of privilege leave.

Qr Mr N McLeod, 19th Brig, to Mussoorie, from the 11th Sept to the 14th Nov, on medical certificate.

1st Foot, 2nd Bat—Lt A Fiahe, to remain at Simla, from the 18th Sept to the 30th Nov, on medical certificate, in extension of privilege leave.

6th Foot, 1st Bat—Ens C W Muir, to remain in Calcutta, from the 15th Oct to the 31st Dec, in extension of privilege leave, for the purpose of studying the native languages

14th Foot, 1st Bat—Capt the Hon J D Drummond, Brig Maj at Sealkote, to remain at Simla, from the 15th to the 22nd Oct, in extension.

19th Foot, 1st Bat—Asst Sur G Ryan, to Bombay, for one month, from date of availing himself of it, to appear before a medical board.

25th Foot, 2nd Bat—Ens E T Murray, to remain at Dalhousie, from the 3rd to the 14th Oct, on private affairs, in extension of privilege leave.

66th Foot—Asst Surg J A J O'Brien, M D, to England, overland, from date of embarkation, to appear before a medical board.

72nd Foot—Lt H Musgrave, to Bombay, for one month, from date of leaving regiment, and thence to England, to appear before a medical board.

Staff Corps—Lt-Col W H Stubbs, Comdg 4th N I, to port of embarkation, for one month, from date of quitting regiment, preparatory to furlough to Europe, on private affairs.

Lt Col C S Fowle, 2nd in Comd 36th N I, to Bombay, for one month, from date of leaving regiment, preparatory to furlough to Europe, on private affairs.

MEDICAL DEPARTMENT—PAY—LEAVE.

The following Genl Order, by the Govt of India in the Mily Dept, is re-published:—

Under the authority of the Rt Hon the Sec of State for India, it is hereby notified that the provisions of G G O No. 1137 of the 6th Dec 1867, under which unemployed pay is admissible to Inspectors and Deputy Inspectors General of Hospitals, for six months when proceeding to Europe on leave on medical certificate, on vacating office after the expiration of five years' tour of duty, are applicable only to those medical officers who are under the furl regs of 1854.

MUSKETRY—ARMS.

It having been found that the frequent use of the steel rammer causes undue wear of the barrels of rifled arms, by its friction on the lands, the Rt Hon the C-in-C, with the view of obviating this unnecessary use, is pleased to direct that the several motions of the Platoon Exercise be performed by regiments of Nat Inf armed with Enfield rifles, without using the ramrod.

PUNJAB ORDERS.

The 28th Sept 1871.

Considerable inconvenience is caused to the Government by officers submitting applications for privilege leave only a short time before they wish to avail themselves of it.

Applications for such leave should be submitted each year by the 1st of April. This rule does not apply to special cases, and the Hon the Lieutenant-Governor will be prepared to consider favourably applications which, for any valid reason, were not submitted by the above date. But, as a general rule, officers are able to state by the 1st of April whether they desire to take privilege leave during the year, or not; and unless the rule now laid down be complied with, the Government cannot pledge itself to grant the leave.

THE BOMBAY GAZETTE.

REDUCTION IN THE TERMS OF SUBSCRIPTION.

THE Government of India having announced that the Inland Postage on Newspapers will be reduced by one-half from the 1st October next, the *Bombay Gazette* will, from that date, be sent POST FREE to all Up-country Subscribers, who will thus be put on an equal footing with Town Subscribers.

From 1st January 1872, the uniform Rates of Subscription to the *Gazette*, for Town and Country, will be on the following reduced scale:—

	Uniform New Scale.	Old Scale. Town.	Country.
One year, *in advance*	Rs. 42	Rs. 52	Rs. 72
Half year „	„ 24	„ 28	„ 38
Three months „	„ 14	„ 16	„ 21
One Month „	„ 5	„ 6	„ 7-12

For a Weekly Subscription, in advance, of R. 1-8-0, the *Gazette* will, from 1st January, be delivered each morning at any address in town, or posted free to any address up-country.

New Subscribers whose names are registered before the end of the present year will be allowed a proportionate reduction for the period of their Subscription which falls within the new year.

THE BOMBAY GAZETTE OVERLAND SUMMARY.

ARRANGEMENTS have been made for altering the size of this paper to that of the *Pall Mall Budget*, on the arrival of Paper which has been ordered from home.

Residents in distant parts of India will find the *Gazette Summary* a convenient Weekly Paper of Bombay and general news. It contains all the Government Orders, Civil and Military, from the official *Gazettes*, specially-written Money and Commercial Market and Freight Reports, Leading Articles on the principal topics of discussion in India, and all the Local and General Intelligence of the Week. The edition for Indian subscribers also contains the telegrams received from Europe during the Week. Annual subscription, POST FREE, to any part of India, Rs. 12.

Bombay Gazette Office, September 1, 1871.

THE BOMBAY PRICE CURRENT.

Published WEEKLY, on the Departure of the Overland Mail for Europe.

Per Annum .....Rs. 10 0 0
Per Copy..... 0 4 0

Printed and Published at the Office of the *Bombay Gazette*.

POSTAL NOTICES.

DEPARTURE OF OCEAN MAILS.

	Date.	Mail closes.	After. packet
United Kingdom	Oct. 14	2 P.M.	3 P.M.
Kurrachee	„ 26	11 A.M.	
Persian Gulf via Kurrachee	„ 16	11 A.M.	
China	„ 12	9 A.M.	10 A.M.
Australia	„ 26	9 A.M.	10 A.M.
Mauritius, Reunion, &c	Nov. 4	2 P.M.	3 P.M.

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BIRTHS.

DE MONTMORENCY—October 6th, at Gonda, Oude, the wife of Captain R. H. de Montmorency, Officiating Deputy Commissioner, of a son.

SYM—October 2nd, at Abbottabad, Huzara, the wife of Captain J. M. Sym, 5th Goorkha Regiment, of a daughter.

MARRIAGE.

WOODS—FREDERICKS—October 4th, at Madras, at the Black Town Church, by the Rev. F. G. Lys, Mr. George William Woods, to Miss Eudoxia Seraphina Fredericks.

DEATHS.

GIRLING—October 3rd, at Midnapore, Eliza, the beloved wife of T. H. Girling, D. P. W.

HAMILTON—October 6th, at Morar, Lieutenant and Captain C. H. Hamilton, of the R. H. A.

NOTICE.

All CHEQUES, MONEY ORDERS, and other Remittances, sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."

All Communications respecting Advertisements should be addressed to the "Advertisement Department." *Bombay Gazette* Office, Bombay.

The *Bombay Gazette* is now sent POST FREE to Subscribers in any part of India.

Subscription for One Year from October 1, 1871 .. ..Rs. 45

Subscription for One Year from January 1, 1872 .. ..Rs. 42

Bombay Gazette Office, 2nd October 1871.

The Bombay Gazette.

THURSDAY, OCTOBER 12, 1871.

Two telegrams we published yesterday morning are of a nature to make Englishmen feel grateful that, after much and painful experience, they have learnt the wisdom of having nothing to do with such countries as Abyssinia and Afghanistan. The Abyssinian Chiefs, having had their natural taste for fighting sharpened by a slight acquaintance with the practice of civilized warfare and by the introduction of supplies of English guns and rifles, have done little else since Lord Napier left the country than go to war with one another. Kassa lately seemed to be gaining supreme power; for he took Wagshum Gobayzie prisoner, and still keeps him in chains. But now we are told that the whole Abyssinian Kingdom has split into half a dozen little principalities each ruled by a Chief who claims to be an independent sovereign. It is a delightful state of things, and we can but rejoice that England is not bound to keep order among those barbarians. From Afghanistan we hear that Aslum Khan, —the supposed murderer of the Ameer's Commander-in-Chief at Furrah—has been put to death in prison by two of his brothers. All reconciliations in Afghanistan are sealed with blood; and it probably suited the partisans of both the Ameer and Yakoob Khan to have Aslum Khan put quietly out of the way. What with the disorganised state of the western provinces, the scarcity of food around Cabul, the ominous gathering of Russians on the borders of the Afghan province of Turkistan, and the emptiness of the Royal treasury, the sovereignty of Afghanistan can hardly be a prize worth fighting for now, whoever may win it.

We hope that Government will lose no time in placing before the public the report of the Committee of Inquiry into the state of the Municipal accounts. The report was sent in yesterday, and, as the Justices are bound by law to discuss this month the budget for next year, it is essential that they should know without delay how matters really stand. The *Times of India* asserts that the total indebtedness of the Municipality has been found to be five lacs more than we stated it to be on Monday—that is, it amounts to about 50 lacs, instead of 45. Now the Commissioner, in his report for 1870, published a month ago, told us that the loans remaining due on 31st December 1870 came to Rs. 31,68,034. In addition to this sum there was required, at the close of last year, according to the Auditors, 8 lacs or so to set the Municipal finances in order; and Mr. Crawford accounted for this outstanding deficit by saying that, when he started in 1865, he was "impeded by an unascertained deficit," which was discovered in 1868 to amount to nearly 23 lacs, and that, as the Government of India only granted him 15 lacs to put things straight, there still remained a balance of liabilities of between 7 and 8 lacs which he has never since been able to provide for. The assertion that the Commissioner began with a large deficit is, we are aware, disputed—and we trust the Committee has ascertained whether Mr. Crawford or his critics are in the right on this point —but, if the deficit has grown from the 8 lacs spoken of by the Auditors to 19 lacs, it is clear that there are 11 lacs of liabilities of which no one has heard before, and for the existence of which no explanation has yet been suggested. It is the interest of all concerned, of the Commissioner himself as well as the ratepayers, that the Government should not hold back a knowledge of the truth from the public even for a single day.

THE *Times of India* tantalized its readers yesterday with an "estimated time table" for the Great Overland Route to India by Brindisi, Alexandretta, the Euphrates Valley, and the Persian Gulf—the object of the estimate being to show that the whole journey from London to Kurrachee, by this route can be accomplished within ten days. We do not know by whom the estimate was prepared; but, for the purposes of comparison bet ween the merits of the Euphrates Valley and those of the existing route by Alexandria, it is most unfair and misleading. The calculation of the time to be occupied is based on two assumptions: (1) that not only the trains on the French and Italian railways, with the exception of the bit of line from Macon to St. Michel, but also those on the Mesopotamian line will run at an average speed of 40 miles an hour, and (2) that the steamers from Brindisi to Alexandretta and from Greyne on the Persian Gulf to Kurrachee will have a speed of not less than 13 knots an hour. Now, if these rates are possible by one route, they are possible by the other. Let us see, then, in what time the journey from London to Bombay by the Red Sea should take, according to this computation—

	h.	m.
London to Brindisi— (See *Times of India's* estimate) ...	48	25
Embarking mails and passengers, Brindisi	1	30
Brindisi to Alexandria— (825 miles) at 13 knots (15 miles) an hour	55	0
Disembarking at Alexandria, rail to Suez, and embarking at Suez ...	8	30
Suez to Bombay— (2,972 miles) at 13 knots an hour.	198	8
Total...	311	33
Or	13 days 1 h. 33 min.	
Say...	13 days.	
By the Euphrates Valley route the time from London to Kurrachee will be.....	10 days.	
Kurrachee to Bombay, say	2 „	
Total...	12 days.	

One day, then, is the utmost possible saving of time that, if we accept this estimate, can be effected by means of the expenditure of many millions of money in the construction of a new railway from the Mediterranean to the Persian Gulf. So slight a gain is hardly worth the cost to England of the guarantee she would be required to give for the payment of interest on the capital of the new undertaking. The superior political and commercial advantages of the Euphrates line, on which the advocates of that route insist, are indeed by no means so clear as to remove all doubt with regard to its expediency. The continuous line of railway which has been projected from Calais to Constantinople and Kurrachee would be invaluable alike for mails, passengers, and merchandize, for the saving in time by the through land route would be sufficient to develope a paying traffic. But it is not easy to believe that the Euphrates Valley railway would get any goods traffic at all. Now that merchandize can be shipped at Liverpool or any other European port and carried all the way to Bombay or Calcutta by the Suez Canal without breaking bulk, it is not at all likely that any of the commerce exchanged between Europe and Asia would be diverted, by the chance of saving a few days on the voyage, to a line which would be as expensive and inconvenient as the existing mail route through India, as it would be made up of two sea voyages with a long journey by land thrust in between them. The question, therefore, really is, whether it is worth the while of the English Government to commit itself to the heavy obligation of supporting a new railway company whose line would be useless to us in time of war, merely for the sake of shortening by perhaps one day the time for conveyance of the mails from London to Bombay. The balance of evidence seem to incline to the opinion that the guarantee asked for should be granted to the larger scheme, of a through railway by Constantinople, or to none at all—for we could not be much better off, if we had the Euphrates Valley railway, than we are now.

A good deal, however, may be done to improve the working of the existing route. It is ridiculous that the English mails should still take twenty, and we suppose, now the monsoon is over, it will soon be twenty-one and twenty-two, days to reach Bombay. When the Mont Cenis tunnel comes fairly into use, it is calculated that the time occupied in the journey from London to Brindisi will be about 60 hours. Add 12 hours, which ought to be a liberal allowance, for the journey through Egypt, and the land sections of the route will require just three days. Then there are, taking the Mediterranean, the Red Sea, and the Indian Ocean all together, 3,797 miles of water to be traversed; and no reason can be suggested why the P. and O. steamers should be unable to run at an average speed of 11 knots, so as to do the whole distance in 300 hours, or 12½ days—making the total time from London to Bombay only 15½ days. The old pleas that coals were excessively dear, and that they would not generate as much steam on this as on the other side of the Isthmus of Suez, cannot now be put forward to excuse the slowness with which the mail steamers do their work. Coal now is only half the price it used to be in India, and the engines of the new P. & O. steamers require, we are told, only half the quantity of coal that was formerly used to secure the same rate of speed. That 11 knots an hour cannot be got out of these splendid ships is a supposition no one will credit; and a little judicious pressure brought to bear upon the Company by the English Post Office would no doubt suffice to give us our mails regularly in 16 days from London.

HIS Excellency the Viceroy, it is now stated, will not leave Simla before the latter end of the month, perhaps on the 1st proximo.

FIFTY sepoys of the 43rd N. I., at Gowhatty, say the Calcutta *Examiner*, have been ordered to Jowai, a frontier post in the Lushai country.

Two more men, we hear, died on Sunday evening at the General Hospital, Madras, from the effects of burns received in the late explosion of fireworks in Black Town.

WE observe that the services of Dr. Eades, lately the officiating Superintendent of the Central Jail at Bareilly, have been placed at the disposal of the Government of India in the Military Department.

THE *Delhi Gazette* says—"Orders have most unexpectedly been received at Landour for breaking up the depôt on the 15th instant. Every available man is to be sent down to join his regiment or battery."

FEVER has attacked the troops in the Colombo Fort, Ceylon. It is supposed to have been caused by the mud of the canal round the fort being disturbed by the boats. Passage of boats has been forbidden in the meantime.

THE *Pioneer* hears that there is likelihood of an interchange of appointments taking place between the Judges of Agra and Saharunpore—Mr. H. G. Keene going to the former station, and Mr. W. G. Probyn taking his place at the latter.

Le Courrier de l'Inde Francaise is the title of a new hebdomadal which has been started in Madras. It professes to be a commercial, political, scientific, and literary review. It will be published on the eve of the departure of each mail.

MR. R. J. LEEDS has been ordered from Banda, and Mr. G. J. Laidman from Saharunpore, to Jounpore, to assist the civil officers of the district in the difficult work of repairing the disorganization of all kinds produced by the late terrible calamity.

THE Marwar Government has hitherto punished murder with imprisonment for life. But owing to some recent atrocities committed in the Marwar territory, the Maharajah has determined to make this crime punishable with death, the criminal's lands being escheated.

ANOTHER deficiency of public money—this time of Rs. 500—has been discovered in the Gowhatty Treasury, and the sub-treasurer has been directed to make good the loss. The Calcutta *Examiner* asks, "Is the sub-treasurer the only party really to blame?"

AN order by the Lieutenant Governor of the Punjab, dated the 29th September 1871, says—"So much of Notification No. 1,435, dated 28th August 1871, as authorizes the imposition of an octroi duty of Rs. 1-8-0 per cent. *ad valorem* on raw silk in the town of Jhelum, in the Jhelum District, is cancelled."

LORD NAPIER, who left Madras by railway on Thursday evening, bound for Tanjore, was taken ill in the train during the night, and was compelled to stop at Salem, where he is now remaining in the house of the local Assistant Traffic Manager of the Railway, near the station. Later advices state that Lord Napier is better.

IN noticing the death of Moonshee Jaishee Ram, and the circumstances attending it, the *Koh-i-Nur* and the *Punjabi Akhbar* set prominently forward the fact of the murderer being a Kuka, and remind Government that it is high time for it to adopt vigorous measures for keeping the Kuka tribe under proper restraint, and to call the leader of the t

THE RECENT CAPTURE OF COINERS.

YESTERDAY at the Girgaum Police Court, before Mr Cooper, Bunneeram Kunneeram and Nurbudanath Hurnath were again charged with counterfeiting the Queen's coin, and with possessing instruments and materials for the purpose of using the same for counterfeiting Queen's coin, and Gunga and Jahankee, women, with delivery of counterfeit Queen's coin, possessed with the knowledge that it was counterfeit. After the examination of Mr. Henry Couldry, Assistant Assay Master, the prisoners were committed for trial at the ensuing Criminal Sessions of the High Court.

HIGH COURT—CURIOUS PEARL CASE.

At the High Court recently, the case of Jethanund Cheetunmull and others v. Hurrivulubdas Culliandas and Toolseydas Kissondas was heard for several days before the Hon. Mr. Justice Bayley, arising from a disputed account of the sale of pearls in Bombay and Baroda. Mr. Marriott and Mr. Green, instructed by Messrs. Macfarlane and Skipsey, appeared for the plaintiffs. The Hon. the Advocate General, with Mr. Latham, instructed by Messrs. Prentis, Craigie, and Owen, appeared for the defendant Hurrivulubdas Culliandas. The defendant Toolseydas, who has been confined in jail for a gross contempt of Court with two others by order of the Chief Justice, appeared in person.

Mr. Marriott stated the pleadings, and the following issues were raised:—1. Whether the plaintiffs and Lukhmidas Jethanund in the plaint mentioned carried on business in partnership together at the times of the transactions mentioned in the plaint.—2. Whether the plaintiffs were entitled to recover the amount claimed or any part thereof.—3. Whether the defendants were entitled to the set-off in the written statement mentioned. The plaintiffs, who now and formerly carried on business at Bombay under the name and style of Ludhamull Jethamull, claimed to recover from the defendants the sum of Rs. 11,962, being the balance due to the plaintiffs for moneys lent to defendants by plaintiffs, one Lukhmidas Jethanund, *alias* Lukhmidas Tekchund, and others; for moneys paid; for the price of pearls sold and delivered, for commission and reward, and for interest. The particulars of the claim were attached to the plaint.

The written statement of the defendant Hurrivulubdas Culliandas stated that he was not liable to the plaintiffs in the sum claimed or any part thereof. He admitted that he and Toolseydas entered into certain transactions in pearls with one Lukhmidas Jethanund, whom he believed to be the same person as Lukhmidas Tekchund, deceased, but those transactions were incompletely, and in some respects inaccurately, stated in the particulars of demands annexed to the plaint. Defendant did not admit, however, that Lukhmidas Jethanund entered into such transactions on account of the plaintiffs' firm, or that he was a partner in that firm; and he submitted that the defendants were liable to account in respect of such transactions to the representatives of Lukmidas Jethanund, and to no other person. Even if it should appear that Lukhmidas Jethanund entered into the transactions on behalf of the plaintiffs' firm, defendant had no notice of his entering into the same in such capacity. Lukhmidas was, at the outset of his dealings, informed by Hurrivulubdas that he was alone authorised to receive the moneys and goods of the defendants' partnership, and that the defendant Toolseydas had no right or power to do so. The account annexed to the plaint was incomplete, inasmuch as it did not shew what goods were delivered by defendants to Lukhmidas Jethanund or the dates on which they were delivered. All the dates and particulars had been annexed to the written statement of defendant Hurrivulubdas. Lukhmidas had retained in his hands a portion of the pearls delivered to him by Hurrivulubdas, and had not accounted for the same; and there was now due to him from the estate of Lukhmidas, in respect of goods not accounted for by him, the sum of Rs. 10,220, for which credit ought to have been given in the account annexed to the plaint. The item of commission claimed by plaintiffs was incorrect and ought not to be allowed. On a careful examination of the accounts, it would appear that nothing was due to the plaintiffs, but that, on the contrary, a sum of Rs. 2,357 was due to defendants in respect of the whole of the transactions with Lukhmidas, which defendant Hurrivulubdas claimed to recover from plaintiffs.

The important question in the suit was the second item of dispute, that is, whether or not Lukhmidas Tekchund, deceased, or the plaintiffs accounted to the defendant Hurrivulubdas Culliandas for all the pearls handed to him for sale; if not, to what extent and what was the value of the pearls not so accounted for.

MR. JUSTICE BAYLEY, in giving judgment, remarked—I record a finding upon the issues as follows:—I find on the issues—1. That the plaintiffs and Lukhmidas in the plaint and written statement mentioned carried on business in partnership together at the times of the transactions in the plaint mentioned. 2. That the plaintiffs are not entitled to recover the amount claimed or any part thereof. 3. That the defendants are entitled to the set-off in the written statement mentioned to the extent of Rs. 868-6-1. And I pass a decree in favour of the defendants against the plaintiffs for Rs. 868-6-1. The plaintiffs to pay the defendant Hurrivulubdas Culliandas his costs of this suit. The defendant Toolseydas Kissondas to pay his own costs. I would have given the defendants the value of 120 chows (about Rs. 1,700) in addition, had the same been claimed in the written statement. I consider this suit has been entirely got up by Toolseydas in concert and conspiracy with the witness Topan Janjeemull, and that both of these individuals have committed the most scandalous perjury in their evidence, not in one point alone, but in all material points on which they gave their evidence. This suit is, in my opinion, clearly brought at the instigation of Toolseydas to hinder and delay Hurrivulubdas Culliandas in his suit No. 407 of 1868, brought by him against Toolseydas and referred to arbitration by Sir Richard Couch, C. J., by the order of the 12th July 1869, the minutes of which were finally settled on the 7th April 1870. The plaint in the present suit was filed on 29th April 1870.

THE WEATHER AND THE CROPS.

THE following season report, for the fortnight ending 11th instant, was yesterday placed at the disposal of the press:—

SHOLAPORE.—18 cents of rain at Sholapoor during fortnight. Crops good.

AHMEDABAD.—No rain in the city during fortnight. Prospects for rice not very good, and for other crops only fair.

POONA.—Rainfall in the city during fortnight one inch ninety-eight cents. Khureef crops in good condition in the western districts, save Joonere and Kheir. Sowing of rubbee in progress in the eastern district, growing crops doing well.

DHARWAR.—Rainfall at Dharwar during fortnight five inches seventy-six cents—a seasonable and plentiful fall throughout the whole collectorate. Crops in good condition. Hopes are entertained of the rice crops somewhat reviving. No fear of scarcity of drinking water.

HYDERABAD (Sind).—No rain since last report. Season healthy. Cotton crops reported to be healthy and good in quality. No cattle disease. Indus falling rapidly, is now eight feet above datum. Khureef harvest in full progress—crop abundant. Rice crop also good. Rubbee operations commencing.

NASSICK COLLECTORATE.—The fall of rain was generally good. The sowing of rubbee crop was progressing in some talookas, where rain had fallen sufficiently. The khureef crop in the talookas of Malligaum, Nandgaum, and Baglan was not promising. The public health was good. Cattle disease was slightly prevailing in the Baglan talooks, and in the petta of Abhona.

COLABA COLLECTORATE.—In the talooks of Roha, Mangam, and Mhar, the crops were in good condition. In the Alibag and Penn talookas they have considerably suffered from want of rain. The state of public health was reported to be good in the talookas of Alibag and Mhar. Fever prevailed in the talookas of Penn, Roha, and Mangam; also an affection of the eyes in the Roha talooka. Also cattle disease in the Mangam talooka and in petta Nagotna, of the Penn talooka.

REPORT OF RAIN-FALL AT BOMBAY.

STATIONS	Observatory, Colaba.	Fort—Elphinstone Circle Garden. Gauge No. 1.	Gauge No. 2.	Gauge No. 3.	Fort George, R. G. Hospital.	Esplanade, E. M. Life Hosp. No. 1
Monday, 2	...	·07	·05	·05	...	...
Tuesday, 3	·04	·19	·16	·16	·12	·10
Wednesday, 4	·04	...	...	...	...	...
Thursday, 5	...	...	...	...	...	...
Friday, 6	...	...	...	...	...	...
Saturday, 7	...	...	...	...	...	·10
Sunday, 8	...	...	...	...	...	...
Total for the Week	·8	·26	·21	·21	·15	·28
Total fall of rain from 1st January 1871	37·38	53·69	44·22	44·46	40·35	45·57

In the report from the Colaba Observatory the day is from mid-night to mid-night.

JOUNPORE FLOOD RELIEF COMMITTEE.

A MEETING of the residents of the city and station of Jounpore was held on the 4th October. Among those present were—F. O. Mayne, Esq., C. B., Commissioner, Allahabad Division, who presided; D. C. Halkett, Esq., Officiating Magistrate and Collector of Jounpore; D. M. Gardner, Esq., Joint Magistrate; Dr. Cleghorn, Officiating Civil Surgeon; R. McMullin, Esq., Officiating District Superintendent of Police; G. O. Man, Esq., Deputy Collector; J. B. Phabry, Esq.; G. Fraser, Esq; Kasheenath Bishwas, Subordinate Judge; Mahomed Seiad Khan, City Moonsiff; Moulvie Moneeoodeen, Pergunnah Moonsiff; Meer Ali Naseer; Mufti Muzuffer Hossein; Seiad Ali Mahomed; Nusseroodeen Khan, Deputy Collector; Behari Lall Sahoo; Dwarka Das; Siva Pershad, Tehsildar.

The resolution of His Honor the Lieutenant-Governor of the N. W. Provinces, dated 25th September 1871, expressing his sympathy with the people of Jounpore and Azimgurh now suffering from the effects of floods, and intimating the desire of Government to afford relief, was read to the meeting.

Mr. Mayne, Commissioner, suggested that the wealthier residents of Jounpore should themselves show their readiness to aid their poorer fellow-townsmen and neighbours, and proposed that a committee be organized to solicit subscriptions and administer relief to persons in this district now reduced to distress by the floods. This proposal was unanimously adopted, and an influential committee was appointed.

After the meeting, a subscription list was prepared, and the following sums were promised:—F. O. Mayne, Esq., Rs. 200; For the Maharajah of Benares, by his agent, Seiad Ali Mahomed Rs. 2,000; D. M. Gardner, Esq., Rs. 100; Nusseroodeen Khan, Rs. 100; Meer Ali Naseer, Rs. 100; Moonsiff Moneeoodeen, Rs. 100; T. Cleghorn, Esq., M. D., Rs. 100; D. C. Halkett, Esq., Rs. 50; Mahomed Seiad Khan, Rs. 50; Seiad Ali Mahomed, Rs. 50; Kasheenath Biswas, Rs. 100; Behari Lall, Rs. 25; Dwarka Das, Rs. 25; Colonel Alexander, Rs. 20; Siva Pershad, Tehsildar, Rs. 20; Mufti Muzuffer Hossein Rs. 20—total Rs. 3,060.

SHIPPING ITEMS.

THE RUBATTINO COMPANY'S S. S. PERSIA, which left Bombay harbour on the 1st, passed Aden on the 9th, and the India (belonging to the same Company) left Aden for Bombay to-day at noon.

THE S. S. GENERAL HAVELOCK, Captain N. Drewitz, sailed yesterday for the Malabar Coast with a general cargo, and Mr. E. Krell and servant as passengers for Calicut.

THE P. AND O. CO.'S S. S. ELLORA, Captain J. C. Babot, will sail to-day for China, &c., with a cargo of 1,956 chests of Malwa opium, 198 bales of cotton, 13¾ cwts. of elephant teeth, and the following passengers:—For Galle—Rev. C. Clark, Mr. J. J. Paul, and Mr. and Mrs. Norman. For Singapore—Raja and Ranee of Monkoeta, and Mr. and Mrs. Abdoola. For Hongkong—Mr. H. H. Joseph.

IMPROVEMENTS are to be made in lighting the coast of Madras, the local Government being about to "erect two light-houses on the southern coast; a third-class red light on the extreme south-east point of Cape Comorin; and a first-class light, either on the rocky islet of Kotah close to the Crocodile reef, or on the main land at Kadiapatam, two and a half miles distant from the Crocodile."

PASSENGERS PER S.S. BANGALORE.—The following is the list of passengers, per s.s. Bangalore which sailed from Calcutta on the 8th October:—

For Madras—Mr James Their, Mr Bollen Smith, Mr B D Colani, Mr A Wilson, Mr R Harvey, Mr G F Williams, Mr G W Tilton, Mr Frank Whitney, Mr Hope, Mr and Mrs Upton and native woman servant, Mr Graham, Mr James Hunter, Mr A Ritz, and 4 deck passengers.

For Galle—Mr F R Deverill, Mr J W Russel, Mr and Mrs J H Ainsworth, Miss Berry, Mr D C Cruston, Mr Robert Roberts, Mr Cunningham, Dr Faber, Mr T E Carter, and Mr Hardie.

For Suez—Eight deck passengers.

For Southampton—Mr William Turner, Hon. Mrs Norman and European servant, Mr William Soutter, Miss Nicolson, Mrs G F Wilson and infant, and European servant, Mr R Shirra, Mr George Yorke, Hon. B Hewitt, Mrs Anderson, and Captain Vaux.

STATE OF THE TIDE AT BOMBAY.

HIGH WATER. Time.	Height.	OCTOBER.	LOW WATER. Time.	Height.
H. M.	FT. IN.		H. M.	FT. IN.
10 19 m	5 3	Thursday. 12	3 54 m	4 5
10 51 a	4 10		4 24 a	5 3
10 29 m	5 11	Friday ... 13	4 54 a	5 1
11 8 a	5 11		5 24 a	6 4
10 m	6 6	Saturday.. 14	5 8 m	5 8
11 46 a	6 10		5 28 a	7 4
42 m	6 8	Sunday ... 15	5 45 m	5 9
22 a	5 5		6 58 a	8 2
18 a	6 6	Monday ... 16	6 22 m	5 7
			6 36 a	8 8
5 m	7 7	Tuesday... 17	7 3 a	4 11
54 a	6 0		7 14 a	8 7
49 m	7 0	Wed'sday. 18	7 47 m	3 11
32 a	5 4		7 57 a	8 0

New, 14th, 11h. 9m. a.m.

CRICKET AT AHMEDABAD.

THE North and South Gujerat return match was played at Ahmedabad on October 5th and 6th. The South, having found it impracticable to muster a team otherwise, were this time given Baroda, a concession which proved ruinous to their opponents; in fact, as regards the batting, the match might have almost been called "Ahmedabad and Kaira vs. The Three Strong Men of Baroda, *assisted by some gentlemen* from Surat and Broach!" Surat, however, though unfortunate with the bat, did its duty in the bowling, obtaining eleven wickets, six of which fell to that promising colt, Mr. Baines. The South won the toss, and went in. The day was one of appalling heat, unrelieved by a breath of air, and one of the Ahmedabad team was unfortunately prostrated by sunstroke, and was seriously ill for several hours. He is now, it is hoped, going on favourably. Mr. Hunter, however, defied the thermometer, and played a splendid innings of 77 in his best form, including a six, a five, four fours, and four threes. Captain Hancock added 27, including two fours and a five, and Captain Marshall a steady 23. The only other double figure was that of Mr. Wilson, who brought out his bat for 11. The North took the bat towards evening, and the stumps were drawn with four wickets down. Next day was much more endurable, with an occasional puff of breeze. Mr. Melvill brought out his bat for 31, obtained by very pretty play, and Captain la Touche showed good form for his 24, but had the bad luck to give a chance off what, had it not escaped the umpire's notice, should have been denounced as a "no ball," the bowler's foot having slipped over the crease. The innings closed for 100, and the North consequently had to "follow," but were still less fortunate the second time, the last wicket falling for 45, the highest score being Mr. Trotter's 17, the North being thus defeated by one innings and 48 runs.

The weather, in fact, was too severe for cricket, and the players were threatened by facetious friends with proceedings in lunacy; but the break-down of the railway at the Watrak bridge, and other circumstances, had rendered necessary the postponement of the match, which delay will not occur again if it can be avoided. The visitors were, as usual, most hospitably entertained by the men of Ahmedabad and the cricket was succeeded by a pleasant ball at the Shah-i-bagh on the 6th, and some supplementary amusements were in prospect on Saturday when your correspondent left. Subjoined is the score:—

SOUTH.

1st Innings.

Major Gayer	b La Touche	5
F. M. Hunter, Esq	c Reay, b Fanning	77
Captain Hancock	b Millitt	27
Captain Marshall	b Melvill	23
Captain Blowers	c Fanning, b Melvill	4
W. H. Newnham, Esq	b Melvill	5
T. A. Baines, Esq	b Fanning	0
W. Porteous, Esq	b La Touche	3
G Wilson, Esq	not out	11
T F Arthur, Esq	c La Touche, b Melvill	8
Captain Seaton	l b w, b La Touche	1
	Byes	12
	Leg byes	3
	Wides	14
	Total	193

NORTH.

1st Innings.

Captain Reay	b Porteous	0
Gr Millitt	c Blowers, b Marshall	2
Captain Newport	b Porteous	0
Captain La Touche	c Hancock, b Newnham	24
T K Trotter, Esq	b Marshall	2
F D Melvill, Esq	not out	31
Major Fellows	b Newnham	11
A Bulkley, Esq	h w b Porteous	9
M P Blandy, Esq	b Hancock	6
Gr Fanning	b Baines	6
K Maclachlan, Esq	b Baines	0
	Byes	3
	Leg Byes	4
	Wides	3
	Total	100

2nd Innings.

Captain Reay	b Baines	6
Gr Millitt	l b w, b Baines	5
Captain Newport	b Hancock	0
Captain La Touche	c Hunter, b Hancock	0
T K Trotter, Esq	b Baines	17
F D Melvill, Esq	b Hancock	4
Major Fellows	ran out	1
A Bulkley, Esq	b Baines	1
M P Blandy, Esq	b Hancock	0
Gr Fanning	run out	8
K Maclachlan, Esq	not out	0
	Byes	1
	Leg Byes	2
	Total	45

GRAND PIGEON SHOOTING HANDICAP.

SUBJOINED is a list of the shooting in the above match for the three days. Grand Pigeon Handicap, Poona Gymkhana Season, 1871. Twenty-one birds. Seven birds each day:—

No.	Distance Yards.	NAMES.	Total 1st Day.	2nd Day.	3rd Day.	Gr-nd Total.
1	29	Doctor Boustead, 9th N I	3	2	0	5
2	28	Col Thompson, 9th N I	6	4	4	14
3	28	Captain Butler, 83rd Foot	3	6	5	14
4	27	*Cap ain Gatacre, 23rd Foot	5	5	5	15
5	27	Major Sheppard, 2nd Grens	—	—	—	—
6	27	Major Laughton, S C	4	5	5	14
7	26	Major Clutterbuck, 56th Foot	3	3	0	6
8	25	Captain Coles, 9th N I	3	4	0	7
9	25	Captain McCullagh, R E	3	5	6	14
10	25	Major Hills, R E	4	2	3	9
11	25	Captain W Campbell, R E	3	3	3	9
12	24	†Captain Stevenson, 49th Foot	6	6	4	16
13	23	E A Francis, Esq	6	4	4	14
14	23	Col Montmorency, Depôt	3	4	1	8
15	23	C Pritchard, Esq, C S	—	—	—	—
16	23	Captain Campbell, 56th Foot	2	6	0	8
17	22	‡Captain Birch, 9th N I	5	5	4	14

* Wins 2nd Prize. †Wins 1st Prize. ‡Wins 3rd Prize.

2	28	Colonel Thomson
3	28	Captain Butler
6	27	Major Laughton
9	25	Captain McCullagh
13	23	E A Francis
17	22	*Captain Birch

* Wins 3rd Prize.

Total number of birds fired at..... 304
" " " killed 177
Per cent 58·22 killed.

G A LAUGHTON, Major,
Poona, 9th October 1871. Honorary Secretary.

THE CAMP OF EXERCISE.

THE Right Honourable the Commander-in-Chief has issued the following General Orders, dated Head Quarters, Simla, 5th October 1871:—

An assault of arms, gymnastic contest, and athletic sports for the Bengal Army will be held in the Camp of Exercise about the beginning of next year. The following prizes will be awarded for the winners in the several events noted below:—

I.—BRITISH TROOPS.
(*Mounted.*)

Sword vs. Sword, Commander-in-Chief's prize, Rs. 50; 2nd prize, Rs. ——.

Lance vs. Lance, Commander-in-Chief's prize, Rs. 50; 2nd prize, Rs. ——.

Sword vs. Lance, Commander-in-Chief's prize, Rs. 50; 2nd prize, Rs. ——.

The winners of the 1st and 2nd contests cannot compete for the 3rd.

II.—Tent-pegging	...	...	1st and 2nd prizes.
Lime cutting	...	...	,, ,,
Taking limes off the ground	...	...	,, ,,
Tilting at the ring	...	...	,, ,,
Post practice and firing at the target at 5 yards		...	,, ,,

These events to be performed at full speed.
(*Dismounted.*)

III.—For competitors without certificates:—

Fencing, Commander-in-Chief's prize, Rs. 50; 2nd prize, Rs. ——.

Bayonet vs. Bayonet, Commander-in-Chief's prize, Rs. 50; 2nd prize, Rs. ——.

Single stick, 1st and 2nd prizes.
Sword vs. Bayonet, 1st and 2nd prizes.
Sword vs. Sword, 1st and 2nd prizes.
Sword vs. Lance, 1st and 2nd prizes.
Sword feats—cutting lead, legs of mutton, &c. One prize.
Sword feats—cutting limes, silk, &c. One prize.

IV.—An Instructor's prize will be awarded for non-commissioned officers and men holding certificates of qualification (who will be excluded from competing for other prizes with the exception of the sword for the best man-at-arms). The best man generally to win.

V. A sword will be awarded to the best man-at-arms of British troops (mounted and dismounted), to be judged by all events. (Given by Colonel Fraser, C.B., V.C., 11th Hussars.)

The prize to be awarded by the Committee.

VI.—*Gymnastics.*

Horizontal bar, Flying trapeze, Parallel bars, Agility, Strength, Vaulting, Somersaults, Clubs. } 1st and 2nd prizes.

Apparatus will be provided.

VII.—*Athletic Sports.*

Running, jumping, throwing the hammer and cricket ball, putting shot (*with follow*,) tossing the caber, dancing, boxing, wrestling.

1st and 2nd prizes will be given for all the above.

NATIVE TROOPS.

I.—*Mounted* (*Cavalry only.*)

Sword vs. Sword, Commander-in-Chief's prize, Rs. 30; 2nd prize, Rs. ——.

Lance vs. Lance, Commander-in-Chief's prize, Rs. 30; 2nd prize, Rs. ——.

Sword vs. Lance, Commander-in-Chief's prize, Rs. 30; 2nd prize, Rs. ——.

The winners in the 1st and 2nd contests will not be allowed to compete for the 3rd.

II.—*Dismounted* (*all branches.*)

Bayonet vs. Bayonet, Commander-in-Chief's prize, Rs. 30; 2nd prize, Rs. ——.

Bayonet vs. Sword, Commander-in-Chief's prize, Rs. 30; 2nd prize, Rs. ——.

Short sword vs. Shield	..	.. A prize.
III.—Tent pegging	..	.. Three prizes.
Lime cutting	..	.. ,,

Not more than three competitors from each regiment to be entered.

IV.—Wrestling, Foot races, Gymnastics, Clubs. } Prizes will be awarded.

RULES.

1. Each regiment will furnish its own weapons and gear of all kinds.

2. The number of competitors for each mounted event will be limited to four from each British, and two from each Native, regiment.

3. Officers commanding regiments will be allowed to send four horses with their men (under regimental arrangements.)

4. Officers commanding regiments not in the Camp, and who may wish to send competitors, are requested to apply to the Adjutant General for permission to do so, stating the number of men they wish to send, and the contests for which they will enter.

5. Officers commanding brigades and regiments are recommended to arrange for an officer to be present with their detachments.

6. All subsidiary rules will be published after formation of the Camp.

VICEREGAL LEGISLATIVE COUNCIL OF INDIA.

THE Council met at Simla on Thursday, the 28th September.

PRESENT—His Excellency the Viceroy and Governor-General of India, K.P., G.M.S.I., presiding; His Excellency the Commander-in-Chief, G.C.B., G.C.S.I.; the Hon. John Strachey; the Hon. Sir Richard Temple, K.C.S.I.; the Hon. J. Fitzjames Stephen, Q.C.; the Hon. B. H. Ellis; Major-General the Hon. H. W. Norman, C.B.; the Hon. F. R. Cockerell; and the Hon. R. E. Egerton.

LAND IMPROVEMENT BILL.

The Hon. Mr. Strachey moved that the report of the Select Committee on the Bill to consolidate and amend the law relating to advances of money by the Government for the improvement of land be taken into consideration. He said that this bill was essentially the same as when it was published some months ago, when it was referred to a select committee. But there had been one important change. It was formerly proposed that it should be applicable to Northern India only, whereas the Committee now recommended that it should be extended to the whole of British India.

The Council would remark that the Lieutenant-Governor of Bengal, in a former debate upon this bill, expressed a wish that it should apply to that province. The Bombay Government had stated its approval of the bill, and its desire that it should be extended to the Bombay Presidency. The Madras Government, while retaining the general objections to the measure which it formerly urged, had stated that if the bill was made applicable to the rest of India, it wished it to be made applicable to the Madras Presidency also. Under these circumstances, the Council would probably have no hesitation in accepting the recommendation of the Committee, and in extending the bill to the whole of British India.

He need not say much about the objects of the bill, because they had been fully stated on former occasions. In regard to the main principles of this measure, there was no novelty in it. It was a consolidation of the old taccavee laws, with some important amendments.

It ought, he thought, to be remembered to the credit of the British Government of the last century in India, that it recognized by law the principle now acted upon with so much advantage at home, under the Land Improvement Acts, that it was the duty of the State to make use of its resources in encouraging and developing agricultural improvement. The old regulations for which it was proposed to substitute the present bill, had not, he believed, in any province, been applied on any defined and organized system. Their application had mainly depended on the opinions or zeal of individual officers of the Government. Nor would it have been easy to introduce such a system, for the provisions of the existing law were, to some extent, unsuitable and obsolete. For instance, if the law were strictly acted upon, which he believed it never was, they would have to charge twelve per cent. interest on all advances. What they required was a well organized system under which the Government should encourage, by loans granted on the security of the land to be improved, the construction of simple works of agricultural improvement, such as wells, tanks, minor water-courses, and so forth. The Government was now gradually covering India with great works of irrigation on a scale unknown in any other part of the world, but no proper provision had hitherto been made for the encouragement of the humbler but hardly less valuable class of works to which this bill referred—works which would be constructed by the landed proprietors and occupiers themselves.

The present measure brought with it no financial risk, and imposed no charges whatever on the revenues of the State. Government would make advances at a somewhat increased rate of interest over that which it itself had to pay, but still at a lower rate than money could be borrowed at from other parties, and he presumed that these advances would ordinarily be made, or might, with perfect propriety, be made from the money borrowed for reproductive works.

Those works would be so simple that there could be no doubt under proper management of their reproductive character. The security for re-payment would, in almost every case, be the land itself on which the improvement was made. He only wished that they had some such sort of local and well-defined security for the repayment to the State of the charges incurred on the great works of canal irrigation executed by the Government itself. There was no doubt that they ought to have such security, and he believed that at some future time they would get it. This, however, was not a question he need dwell upon now, as it might perhaps, before long, come up for consideration before the Council, when the Canal bill was being proceeded with.

Hitherto, advances of this character had only been made to the proprietors of the land to be improved. Under the present bill, advances, under certain circumstances, might also be made to tenants; but the consent (either expressed or implied) of the landlord would be always necessary, unless the Collector should be satisfied that the tenant possessed in the land an independent and transferable interest which would furnish by itself, without reference to the landlord, a sufficient security for the re-payment of the loan.

The Government would make rules as regards all details not expressly provided for in the bill.

The practice laid down in the old regulations which had been found perfectly successful in protecting the Government against loss, was also introduced into this measure, namely, that advances would be recoverable as arrears of land-revenue.

He hoped that if this measure became law, it would prove the starting point of a system under which benefits of the greatest possible value might be conferred upon the country.

In conclusion, he had only to say that he desired to thank his hon. friend, Mr. Cockerell, for the very great assistance which he had given in framing and in improving this bill. From the time when it was first brought forward his hon. friend had taken much interest in the measure, and they had in a great degree to thank him for the satisfactory form in which he (Mr. Strachey) thought it was now placed before the Council.

The Hon. Sir R. Temple said that he entirely agreed in the remarks of his hon. friend, Mr. Strachey. The Financial Department concurred heartily in the bill. The advances provided under the bill would be made, of course, from the cash balances, and the cash balances consisted partly of the results of imperial taxation and partly of sums raised by loan. Now, how was it possible to spend such balances more properly than in stimulating and assisting agriculture—the only reliable field for taxation? The security for these advances was the best possible—the very land that was to be improved. He agreed that it was highly desirable that similar security should be provided in the case of canals; any such proposal would certainly have his (Sir R. Temple's) support. As to the rate of interest it would always be such as to fully recoup the Government for all expenses connected with the loan; no fraction of any such expenses would fall on the general taxpayer. In former times some small advances might have been made without interest, on the principle, he supposed, that land-revenue not expended might, with propriety, be spent on the landowner from whom it was derived. But the principle was one that obviously could not be generally carried out. Those who borrowed should, as a rule, pay interest; and this being so, there was no need for the short periods in which under the old system these loans were re-payable. These short periods had, to a great extent, neutralized the value of the advance, because an agriculturist found himself obliged to repay the loan before he began to reap any advantage from the improvement effected. Now that a man would pay fair interest, there would be no need for any such hurry. It was far better that the people should borrow of Government than from their own countrymen on what in any civilized country would be regarded as exorbitant rates. It was a great duty to encourage saving and to lead tenants, as well as landlords, instead of hoarding their savings, hiding them in a napkin, melting them down into ornaments, or burying them in the ground, to apply them as capital to reproductive purposes, in compliance with the sound principles of political economy.

His Excellency the Commander-in-Chief wished to say a few words on a measure which he cordially approved. It was fair, he thought, to credit the officers of the Irrigation Department with the credit of having started the system of Government advances for agricultural improvements. Thirty or forty years ago, canal officers had appreciated the wants of the country in this particular, and had inaugurated the system of advances which he was happy to see was now about to be made the subject of express legislative enactment. It was honourable, he thought, to the Irrigation Department thus early to have recognized and endeavoured to meet the wants of the people in so important a particular.

His Excellency the President said—"I cannot allow the bill to pass without expressing my satisfaction at the prospect of its immediately becoming law.

"Ever since I have been in India I have been most anxious that the system under which taccavi advances have for years been made, should be systematized and rendered more beneficial.

"I may say that one reason why I have taken such an interest in the matter as regards India, is that during a great part of my life I have been engaged either in legislation on cognate subjects, or in the direct working of similar laws to that which we are now passing.

"In Ireland a system of Government advances has been in operation for many years to the great benefit of the country. I may say for the satisfaction of my hon. colleague, the Financial Member of Council, that the system has been carried on throughout the entire period of the famine without the smallest loss to the Government, as well as I recollect. From the last returns I see that the sum now advanced is considerably more than two millions, and the arrears of principal and interest amount to something like £550.

"The whole system works like clock-work, with great advantage to the country, and without the smallest risk of present or future loss to the State.

"In England, where it has not been thought necessary to establish a Government system of loans, many Acts of Parliament have been passed to enable private individuals and companies to carry out almost the same system; and to companies which make these loans, the same facilities for recovery and the same securities are given as the Government would have thought necessary to enact for its own loans.

"I happened to be connected little with a company of that kind, and the result was precisely the same as in the case of the Irish Government loans.

"The sums of money negociated were exceedingly large, but the re-payments are made to the day, and I do not believe that the company with which I was connected had ever to complain of having a single bad account.

"There are several other companies of the same kind that have been engaged in the same transactions, and, with the exception of some which were not very well managed, the same satisfactory results have generally been obtained.

"It seems to me that such a system which has worked so well in other countries, and which is so well known and has been so long in existence in India, must be an immense benefit to the country, and that if the local Governments take up this measure in the spirit that I have—no doubt they will—it will be found easy to establish a small and inexpensive organization for working the provisions of the bill in case the district officers have not time to give to it due attention.

"I think in districts where the transactions may not be large, and where the system is well known, it may be found that the district officers can do all that is necessary; but in other districts, where numerous or large works may be desired, and the proprietors are willing to undertake them, that some small special organization may be necessary for a certain class of works, and that there will be no difficulty in arranging for their proper supervision and completion.

"There is only one other remark that I wish to make, and that is, that the Council will perceive the bill is strictly limited to loans made for agricultural improvements.

"I have heard it stated that, by the passing of this bill, the Government have announced their intention of withdrawing permanently advances for agricultural purposes that may not strictly come under the head of agricultural improvements. I can only say that this is not the intention of the Government, and it is possible that there still may be certain loans necessary, particularly under pressure of famine and distress, such as have been given in former years under the taccavi system, which it is absolutely necessary that we should make. There is nothing in this bill to prevent this still being done.

"The whole object of the bill is to put on a more systematic footing the system of loans for permanent agricultural improvements, which can have no other effect except that of adding permanently to the value of the land and increasing the value of the property.

"I commend this bill to the attention and consideration of local Governments, believing that it will not only have the effect of benefiting the people, but it will also bring the officers who are engaged in carrying out its provisions into a most agreeable contact with the people, and increase those kindly feelings which ought to exist between the rulers and the ruled."

The Hon. Mr. Stephen observed, with reference to the observations which had fallen from His Excellency the Commander-in-Chief, that the principle of the bill was by no means a new one. It had been recognized and acted upon from the early days of the British administration. The present bill was in fact a consolidation measure, and replaced parts or the whole of no less than ten regulations which were scattered about the Statute-book in an inconvenient manner, and were, in some instances, not adapted to the present requirements of the country. The bill asserted no new principle; it merely provided for working the old system more conveniently and efficaciously.

The motion was put and agreed to.

The Hon. Mr. Strachey also moved that the bill as amended be passed.

The motion was put and agreed to.

The Council adjourned to Thursday, the 12th October 1871.

DISTANCES BETWEEN LONDON AND BOMBAY.

VIA BRINDISI AND THE EUPHRATES.

	Miles.	
London to Brindisi	1,504	
Brindisi to Selencia	900	
Selencia to Bussorah	850	
Bussorah to Bombay	1,690	
Total		4,944
Bussorah to Kurrachee	1,190	
London to Kurrachee		4,444

VIA BRINDISI, SUEZ, AND ADEN.

London to Bombay	5,471	
London to Kurrachee	5,247	

Difference in favour of the Euphrates Line.

London to Bombay	528
London to Kurrachee	803

GREAT OVERLAND ROUTE TO INDIA.

By Vienna, Salonica, Alexandretta, Greyne on the Persian Gulf, and to Kurrachee.

Time Table made up on the same principle as that for proposed Route by Brindisi.

ROUTE.	Distance in Miles.	Rate of speed per Hour.	Time. D.	H.	M.
		Miles.			
London to Dover	88	46	0	1	55
Time to take mails on board at Dover	...	...	0	0	30
Dover to Calais	25	...	0	2	0
Time to land mails and passengers	...	...	0	1	0
Calais to Lille	67	40	0	1	41
Time for one stop	...	...	0	0	8
Lille to Brussels	53½	40	0	1	20
Time for stop at Brussels	...	...	0	1	30
Brussels to Mayence	264	40	0	6	36
Stop 30 minutes at Cologne, and four 8-minute stops	...	...	0	1	2
Mayence to Lintz	316	40	0	7	4
Stop 30 minutes at Nuremburg, and five 8-minute stops	...	...	0	1	10
Lintz to Vienna	116½	40	0	2	55
Stop 30 minutes at Vienna, and one 8 minute stop	...	...	0	0	38
Vienna to Basiach	419	...	0	10	28
Stops, two of 30 minut

THE EGYPTIAN BUDGET.

The Arabic Stamboul paper, *El-Dejewaih*, gives the following abstract of the Egyptian Budget for the present year:—The revenue is estimated at £7,293,646 the expenditure at £6,419,148, and the surplus at £874,497. The *Levant Times* leaves, for the moment, these figures—and, above all, the surplus—to speak, with their own simple eloquence, as to the condition of the country which is under the rule of Ismail Pasha, selecting merely the following items from the expenditure side of the balance-sheet:—Ministry of Public Works, £36,345; Ministry of Public Instruction, £53,070; allowance to the Mecca Caravan, £66,770; hospitals, £36,345. That journal adds:—"A very important fiscal reform has just been introduced in Egypt—the abolition of the always unpopular poll-tax, which was unequal in its incidence on the population, and, from the difficulty and expense of collection, an uncertain source of revenue. For this has been substituted an octroi duty of 9 per cent. on provisions entering Cairo, wheat and Indian corn excepted, these latter being subjected to an impost of only 5 piastres the ardeb. This measure has given great satisfaction to the natives, and is an evidence that the principles of sound financial economy are understood by the Egyptian administration."

TYPHOONS AND LOSS OF LIFE IN CHINA.

The China mail which arrived on Saturday brings the news that China and Japan have been severely visited by storms. On the 26th August, Yokohama was visited by a typhoon which destroyed the Bund and did serious damage to the buildings on shore, and completely demolished one section of the Japanese town. On the 2nd September, a typhoon occurred at Hongkong, causing great destruction, and attended with sad loss of life. The Praya and nearly all the landing piers suffered greatly; several houses in the Chinese part of the town were wholly blown down, burying the inmates under the ruins; great havoc was made with the Chinese sampans lying along the shore, in which whole families live, and the loss of life from these was great. The Dutch barque Hans went ashore in the passage leading to Macao, only one man surviving, who was saved by the ship's dog. The brig Mexicana was wrecked about three miles from Lintin, through parting her cables, and in this case also only one man survived. The British ship Mongyne, from Rangoon for Foochow, was wrecked, and only three men (lascars) were saved, while thirty-one, including the captain, officers, and Chinese passengers, are supposed to have been drowned; the ship Colombo was abandoned and all hands saved, but the ship was afterwards picked up by a tug boat and towed ashore in a sinking condition. There were many more disasters,—ships dismasted, driven on shore, and accidents from fouling, both at Hongkong and Macao. At the latter place, it is said the loss of life was fearful among the Chinese boatmen and poorer classes.

A MALAYAN EXECUTION.

Our latest date from Sarawak is to the 1st instant. Two Dyaks were krissed by the executioner on the 29th ultimo, and an eye-witness gives the following account of the execution:—

As soon as the graves had been dug, which is in such cases done previous to the execution, one of the criminals was brought to the brink of them, and was made to sit down, and his legs were stretched out at right angles, with his body in a sitting posture; about six men stood on his legs to prevent his raising them when dying. Others held his back and legs. The executioner then drew his kris, and placed the point near the top of the criminal's right shoulder, in such a position as to have a free way to his heart. He then slanted his kris and pierced the body in the direction of the heart, and moved it up and down two or three times, cutting the heart to pieces. Upon this the blood might be heard rushing towards the hole made by the kris. When the blade was drawn out, the man expired in a few seconds. The other criminal was then brought to the edge of his grave. The same method of krissing took place, excepting that in this instance he was krissed from the left shoulder in place of the right. Just previously to their being executed, one of the Dyaks on guard cut off their hair with a parang and distributed it among the Dyaks present, each taking a little. While the criminals were dying, and the blade was still in the body, the Dyaks, having white cloth ready, held it as close to the mortal wound as possible, to get some of the blood, saying it would make them strong and brave, at the same time licking it. Those who have no cloth, bring a branch furnished with leaves. The executioner, an old man, rubs the krisses, when drawn out, on a piece of white cloth, which he then licks.—*Straits Observer*, Sept. 12.

THE DONCASTER Sr. LEGER.

(*Pall Mall Budget*, Sept. 15.)

The contest for the great prize of the North could not have been brought to issue under conditions more favourable than those of Wednesday. A fine September day, the running ground neither too hard nor too yielding, and a race between three or four animals whose chances appeared to be most evenly balanced, were elements that went to make this ninety-sixth anniversary of the St. Leger a particularly pleasant one. It is superfluous to dwell any further upon the vicissitudes that have attended the favourites engaged in the race, none of whom have kept their place for a week together; but it is impossible to avoid a feeling of regret that King of the Forest should have been incapacitated from taking part in the struggle, as his half-length defeat of Hannah at Ascot, with 4 lb. the best of the weights, is clear proof that their second meeting at Doncaster would have been of the most exciting description. But even in his absence the struggle was a most interesting one, and the competitors of a class far superior to last year's runners. The field, never expected to be a numerous one, ultimately fined down to half a core, and of these no less than four—Ringwood, Bothwell, Lord Hawke, and Orator—belonged to Mr. Johnstone. Hannah, Général, Rose of Athol, Digby Grand, Albert Victor, and Bordeaux, were the other starters. The phases of the race were not very varied, as Orator made the running for his stable companions until the Red House was reached, the favourite lying well up with him, and Ringwood, Albert Victor, and Général, being in close attendance. At this point Maidment, who rode Baron Rothschild's filly with great patience and judgment, sent her to the front, and, without being again headed, won by a full length. An interesting struggle between Albert Victor and Ringwood for second honours terminated in the former's favour by a neck, while next to this pair came Général, who was beaten at the turn leading into the straight, much to the disappointment of the Yorkshiremen, who had made their way to the town most fully prepared to welcome John Scott's seventeenth St. Leger triumph. Rose of Athol ran very creditably for a certain distance, but Bothwell's performance made it clear that his triumph over Sterling and King of the Forest in the Two Thousand Guineas was an almost unparalleled instance of the extreme uncertainty of the turf. Upon what grounds there was such a furore among what is denominated the "clever division" for Digby Grand it is impossible to understand, unless their hopes were based upon his having rid himself of his unruly temper; for, however good an animal may be, he stands little chance at Doncaster (where the noise and tumult know no bounds) unless his disposition is a docile one. As a matter of fact, he finished last but one, in company with Lord Hawke, whose stable companion Orator, pulled up when he had fulfilled his mission of forcing the pace, walked in with the crowd. The result of the race is a most striking confirmation of previous running. When Albert Victor and Hannah first met—in the Middle Park Plate—the former, with a 12lb. advantage in the weights, won by about a length, Steppe separating the pair. Then, again, Albert Victor ran a dead heat with King of the Forest in the Derby, and the latter, as mentioned above, just defeated Baron Rothschild's filly when only conceding one pound as sex-allowance, in lieu of five as is the case at Doncaster. This running would have quite justified a handicapper in allotting to the trio the same weights which they actually were called upon to carry, and it is probable that Albert Victor would be more than a still closer struggle with the winner but for the indisposition which interfered to a certain extent with his preparation. Hannah also had to contend against adverse circumstances, for during the summer she was stopped in her work by a cracked heel, and at one period a rumour that she was suffering from a bad leg, and had had the effect of driving her to a long price in the betting. Indeed, so recently as last Friday the odds of 12 to 1 were offered against her, but how groundless this last demonstration was the issue has well proved. Baron Rothschild may well be proud of this filly, for she has materially contributed to effect for him a triumph unprecedented in the history of the turf, it never having fallen to the lot of any one individual to win the One Thousand Guineas, Derby, Oaks, and St. Leger, in the course of a single season. Of these four events Hannah has secured three, while Favonius, it need scarcely be mentioned, was the winner of the Blue Riband. The filly (who is by King Tom out of Mentmore Lass, and, consequently, full sister to Breeze) has compensated her owner for the disappointment which he sustained in this race three years ago with King Alfred, who broke down in the week previous to its decision, and it only remains for the Baron to carry off the Two Thousand Guineas and Ascot Cup, when he will have left his name in the record of a very great race. Hannah's only future engagements for the season are in a Triennial stake at Newmarket September Meeting and in the Oaks, run for at the succeeding gathering a fortnight later.

MARAVILLA COCOA.—No breakfast table is complete without this delicious beverage.—The "Globe" says—"Various impostors and manufacturers have attempted to attain a reputation for their prepared Cocoas, but we doubt whether any thorough success had been achieved until Messrs. Taylor Brothers discovered the extraordinary qualities of 'Maravilla' Cocoa. Adapting their perfect system of preparation to this finest of all species of the Theobroma, they have produced an article which supersedes every other Cocoa in the market. Entire solubility, a delicate aroma, and a rare concentration of the purest element of nutrition, distinguish the Maravilla Cocoa above all others. For homœopaths and invalids we could not recommend a more agreeable or valuable beverage." Sold in packets only by all Grocers, of whom also may be had Taylor Bros' Original Homœopathic Cocoa, and Soluble Chocolate. Steam Mills,—Brick Lane, London. Depot Chicory Mills, Bruges, Belgium.

THE AUTUMN MANŒUVRES.

(FROM THE STANDARD'S CORRESPONDENT.)

SEPT. 9.

The Third Division, as mentioned in Saturday's letter, encamped on Friday night at Frensham, and started next day by Grayshot and Headley Downs to Woolmer Forest, where it will remain several days. The Second Division remains at Hartford-bridge Flats. On Friday the Duke of Cambridge visited the Second Division, and to-day rode out to Woolmer and examined the camp. While at Aldershot his Royal Highness occupies the Queen's Pavilion, a honour never allowed even to the Prince of Wales—indeed, it has been exclusively kept by her Majesty for her own particular use.

It appears that the number of spring vans hired from London for the transport of baggage is 450—a number larger than that supplied by the Control Department. We mentioned that this was our weakest point, and surely here is proof sufficient, that for a *corps d'armée* numbering no more than some 35,000 of all arms, the department entrusted with this very important branch of the service should not be in a position to supply half the transport required. And it must be borne in mind that, however sufficient the spring vans hired for this occasion may be for a district like the one here, well intersected with good roads, they would be absolutely useless after short work in a difficult country. The jolting over rough roads while heavily burdened would loosen the spring pins and take off the wheels; then follows a break down and consequent block on the road of march. There are two strong examples on this point worth drawing attention to as representing both sides of the picture. The Prussians, whose system of transport was perfect in numbers and details, and the French, who were as imperfect as we are. In the one case the soldier wanted for nothing, while in the other it was, as in the East, oftentimes starvation. There seems to be no earthly reason why this branch, of all others, should be so deficient. If it be because there seems no probability of war, and so no necessity for these things, then apply the same reasoning to other parts of the military system; but let us not begin by taking away the wheels upon which it may be said the whole army moves. In cases of emergency horses can be had at short notice, whereas the class of cart required cannot.

Good provision has been made for the service of ammunition during the manœuvres—the number of blank cartridges allowed per man being 100. Each morning every man will receive five rounds, which, if necessary, can be replenished during the day, from the regimental ammunition waggon. Each battalion will be served by its own waggon, which will carry about 25 rounds per man; the waggon itself will be replenished each morning before starting. Further provision has been made for one hospital orderly to be attached to each regiment; he will carry a medical companion in lieu of knapsack, and will accompany another orderly with field stretcher—this is an improvement upon the old plan of carrying the necessaries with the baggage, whence it was difficult to extract them. The new equipment for the transport of surgical instruments was to be seen with the Third Division marching out on Friday—the arrangement is merely two cases in leather, about two feet square, carried panier fashion on horses, the outside of each box being marked with the Geneva cross. Speaking of physic reminds one of the sick. A small number of the militia have already been sent back to Aldershot as unable to endure the work before them. They are now under canvas in the South Camp, and, oddly enough, within 20 yards of a small body of mounted police. These latter, as they stroll about with Scotch cap in lieu of helmet, seems as much at home as if they had been on this new "beat" for a year instead of a few days only; their tents are well pitched, horses well dressed, and they themselves are as neat as their neighbours are slovenly. They deserve the highest praise for the appearance they make, and proof, if proof be necessary, of the efficiency which always accompanies discipline. Like their French brothers the *gensdarmes*, they are as well conducted, and if tried would probably be as good soldiers as any in the army. The return of these militiamen does not astonish, the astonishment will be if more do not follow.

To-morrow will be an early inspection of the troops at Hartford-bridge Flats on Monday morning by the Duke of Cambridge, who seems to be taking his turn of hard work. Sir Hope Grant leaves on Tuesday with the First Division, but will not amalgamate with the other two for a few days.

We mentioned that the luggage was but poorly protected when the Third Division marched out on Monday; but from what is stated, it appears that of the Second Division was equally unguarded, and might have been captured by a very small force. These surprises will be attempted when the sham fighting commences, but it is a pity that they do not begin at once and utilise the present. The outpost duty does not appear to be up to the proper mark at present, but this service deserves, and will have, a special letter to itself. There is some laughter at the expense of the newly invented canteen introduced by the officers of the 10th Hussars. The arrangement of this canteen van does credit to the ingenuity of its inventors; its numerous receptacles contain all that is necessary for the manufacture of a good *cuisine*; and in the matter of "slings" and "cocktails" would rival the smart house opposite the Jockey Club in Paris. If this is campaigning *à la mode*, it certainly is pleasanter than that *à la guerre*. To be able, in the heat of battle, to retire and do a cool gin sling must be acknowledged to be warfare civilised and made easy. There is an extra waggon allowed to the officers of each regiment for surplus baggage. From the numerous vis-its to the "surplus baggage" we should say it was of a liquid character, requiring to be replenished. On the whole, however, the officers are roughing it; to change from a comfortable four-poster to a piece of waterproof cloth laid on the cold ground, and that just as the nights are disagreeably chilly, is no easy task. Given sufficient training of the right sort, like the present, and there is no reason to fear that "ours" will not stand at the head of the list of military efficiency.

The authorities have concurred in the return to the old system of picketing, and all the horses are now picketed by one hind leg only, new ropes and stakes having been served out to some of the cavalry. The following divisional order has been issued on this subject for the forthcoming manœuvres:—1. By short picket ropes along the ground with short picket post 2½ feet high. The front attachment to be from the collar to the rope by means of the cotton forage cords in the possession of each trooper, in the place of the collar chain. 3. Each horse is to have a second forage cord of the same pattern, to be attached at one end to the shackle, and at the other to the peg. Until a sufficient supply of these is served the chain will be used instead of the cord. This was the first mistake; the lesson has already had its remedy, and since all the missing horses have now been recaptured we may take leave of the matter.

The Inns of Court Volunteers arrived to join the Third Division this evening; it was a sign of the times to see these men, whose faces are better known under the wig than the kepi, taking their place with the professional soldier, and of their own good-will suffering the same hardships as the privates of a line regiment. It no doubt will seem odd to these latter, but it must also be a good example to see these gentlemen devoting their vacation to so patriotic a purpose. The other volunteers are gradually appearing, but they do not show in any number yet. The majority will come, for the last week only, to take part in the sham battles.

Both the camps are assuming a good appearance, and the "left-behind luggage" having arrived, there appears to be no reason for grumbling on any side; the officers are deep in the mysteries of plain cooking under difficulties, and may be seen studying a small book published for the occasion by a "chef." The nights are bitterly cold and very rainy, but the day weather is bright and cheerful, and if one does get a drenching at night there is a warm sun to dry up with in the morning.

(FROM THE TIMES' SPECIAL CORRESPONDENT.)

WOOLMER, Monday Night, Sept. 11.

Let us hope that this wet autumn may turn at last into an Indian summer, for a little fine weather is the best recipe for remedying the ills of Camp life. Two days of bright sun have been quite enough to evaporate the confusion and discomforts of Saturday. Things are settling down, and, doubtless, after a little time, would almost go on of themselves, though they have not yet quite come to this happy conclusion. They *are* going on, but it is by dint of the hardest work from every one concerned, and from the Control Department especially, the officers of which will know neither rest nor quietness till the manœuvres are well over. Everything moves in the right direction, but the strain is so great that one cannot help thinking there is a little grease required somewhere, that some of the parts of the military machine are not turned and fitted to that nicety which secures the *maximum* of motion with the *minimum* of propulsion. Before while all activity and exertion will probably find its level, but just now there is certainly an uncomfortable and artificial fulness about it. The most civilian outsider, while he is ungrudging in his praises of the tremendously hard work by which success is achieved and failure avoided, must see that a system which so easily makes emergencies cannot be without its faults. In future years let us hope that, with added experience and more perfected arrangement, these Autumn Manœuvres will move, like the Logan stone, by a touch of the finger. As it is, they move indeed, but only because a thousand shoulders heave together at the ponderous mass with all their might.

The camp was full of visitors yesterday; they swelled the congregation at the two church parades, and everybody praised the singing of the 60th Rifles. This morning work began again. The Brigades turned out at 8 and drilled till 12, and in the afternoon three battalions of each Brigade were exercised at outpost duty. The Militia were mixed with the Regulars, the front rank being entirely composed of the former and the rear of the latter; the sentries being set double, so that each Militiaman had a soldier to teach him his work. The Militia did as well as could be expected, but there is no concealing the fact that the corps called out do not fairly represent the force, that many of them are seedy-looking men in seedy-looking coats, and that the Autumn Manœuvres will fail of half their purpose if our Militia system should continue to enable us to lay hands only on the awkward squad, and not on the *corps d'elite*. But to change the coats is, t any rate, easier than to change the men, and no troops should be allowed to take the field in such wretched garb. Their worn and stained and ill-fitting uniforms crush all the pride out of the wearers, and how tunics which are only worn a month in the year ever got so threadbare is a mystery. The Inns of Court Volunteers marched from Liphook station into Camp the day before yesterday, and deserve credit for the way in which, without receiving any hint or instruction whatever, they at once, on leaving the station, formed their advanced guards, and, so soon as they came to the open ground, threw out their skirmishers in proper style. To-morrow the whole Di-isiou goes out for a field-day to the Weaver Down, about five miles to the south-west, and the next day Sir Charles Staveley will array one Brigade against the other. Towards the end of the week the Division will make northwards, moving as far as Frensham on Friday, according to present orders. There is some sickness, chiefly diarrhœa, in the Camp, but this can have nothing to do with its site, for both here and at Frensham the soil is so light and porous that it drinks up the rain as it falls. The horses keep up their condition pretty well, and catch no coughs. There are no complaints of the Control Department. Just before dusk this evening, as the band on the slope of the hill was playing "God Save the Queen," pickets of unusual strength were paraded, which may mean a night alarm. Whatever may happen in the night, we shall have a notable day on Weaver Down to-morrow.

Your readers may be interested in a correct statement of the work done by the Control Department in connexion with last Friday's march, and it will be no violation of confidence to say that both the Duke of Cambridge and Sir Henry Storks have expressed their entire satisfaction at Mr. Deputy-Controller Robinson's management of affairs on that eventful day. The machinery of that management is as follows:—To each Division is attached a Controller, and under him are Commissaries of Supplies, Hospitals, Stores, and Transport. Each Brigade has also its Control officer and non-commissioned officer for supplies, hospitals, and stores, the intention being that each Brigade shall, as far as regards Control, be complete within itself, "able to go anywhere and to do anything." Camp equipment has been forwarded to meet the Volunteers as they join the various camps. Each Division has a reserve of eight days' food—namely, two days' salt meat and biscuit, two days' sausages, two days' soup and bouilli, and two days' preserved meat, the salt meat and biscuit being stored at Winchfield and Liphook stations, to be at hand should the supply of fresh meat fail. The rest of the reserved provisions will be consumed during next week's rapid movements, and will save a considerable sum in butchers' meat. The Divisions were to have taken with them bread rations for Saturday as well as Friday, the day of the start, but the Aldershot bakery was already turning out 50,000lb. of bread daily, the bakers were working 17 hours a day, and it was not judged better to send the flour into the field and let the troops begin to make their own bread on Saturday. This they did, and have done ever since to their own satisfaction, if we except some Woolmer Volunteers, who, perhaps, are rather fastidious. During the 24 hours previous to the march the Supply Branch of the Army Service Corps loaded 85 waggons with 25 cwt. each, about 50 tons of supplies were received from the railways, 75,000lb. of bread were baked, and 538 sheep slaughtered. All this was done without the assistance of fatigue parties from the troops, some of the assistant-commissaries working for 26 hours at a stretch. The Divisional Field Hospitals have, of course, taken out their medical comfort boxes and canteens complete, and in case of a separation of the troops can be divided into Brigade Hospitals. Stores likely to be needed, such as picketing posts and ropes, have been sent to the field in large reserves; leather, twine, and tools for the repair of saddlery and harness, and boots for the Militia, at the rate of 333 pairs of each Division, have also been taken. The general service waggons carry for the Infantry 75 and for the Cavalry 25 rounds of spare ammunition; the Artillery carry their own reserves.

The Transport Service is managed in the field by the Deputy Controllers of the Divisions, who have each under them five Commissaries. To each company of the Transport Branch of the Army Service Corps are attached 45 hired waggons, making the total of hired transport sent out with the two Divisions last Friday 270 waggons. In the Transport Branch there are bad officers as well as good; some of the former showed a plentiful lack of forethought and capacity, and are accountable for the straggling, the late breakfasts, &c., while the zealous exertions of the latter made the success of the march. The troop of the Royal Artillery and Army Transport Service attached to each Division transported eight steam ovens, five travelling bakeries, three general service waggons with field ovens, three general service waggons with sacks, &c., eight bread waggons, three general service waggons with preserved meat, eight water-carts, and one spare general service waggon. The 3rd troop of this corps has been organized into a small-arm ammunition train, directed by the Control Department, and divided into three parts, each carrying the whole reserve ammunition of one Division.

The Field Telegraph is again out of order, probably cut, between Hartford-bridge and Aldershot. It was an oversight not to have made some provision for its safety in the Military Manœuvres Bill. At present there is a doubt whether the person cutting it can be convicted under any graver charge than that of the wilful destruction of property. A couple of months' imprisonment, or, better still, a couple of dozen lashes, would have stayed his hand.

(FROM A MILITARY CORRESPONDENT.)

ALDERSHOT, MONDAY.

Among the millions who read of, or the thousands who will see, the forthcoming manœuvres, there are, perhaps, few who have ever considered what is requisite to keep all those gallant fighting men in health and good spirits. Yet we will venture to say that no portion of an army in the field is so absolutely essential as the Transport. Without it all the talent of the officers and the disciplined courage of the men would be as a sailing ship without wind, an engine without coals. It is of real importance that the country should comprehend this, and we would beg the general reader not to turn away from the details we are about to give because they contain figures, but rather to take the trouble to understand what it costs in men and horses merely to provide the means of continued existence for three Divisions in a friendly country close to their base.

On the 10th of August last, when the order came to organize the transport at Aldershot there were present in the Camp three companies of the Army Service Corps, which has the task of providing transport for the British Army. A company consists of three officers, 110 men, and 91 horses, 76 of which are trained for draught and fitted with the same harness as is used by the Royal Artillery. The waggons furnished to the Army Service Corps are chiefly those used as general service waggons. They carry 16 cwt. each in bulk, or 18 cwt. in weight. Now the Army Service Corps is doing its work well and looks very smart, but we are bound to bring against it the charge of extravagance in its ways, if not in its organization. Four horses only draw 16 cwt., or 4 cwt. per horse. To keep the horses in high condition, well groomed as a park hack, and the harness glittering, great excess of men is required. Again, no waggon is sent out without being accompanied by a non-commissioned officer, who, as a rule, requires a man to clean his horse. Then there are, besides, Staff non-commissioned officers and officers to be taken into account, with their horses and men to clean them. It will be within the mark to estimate that when a general service waggon is sent out for work, the work of six men and five horses is consumed in drawing 16 to 18 cwt. We hesitate to name the remedy for this extravagance, which is no fault of the corps, but arises simply from the thoroughly English question to look always as smart as possible, a good principle in itself, only capable of being pushed too far sometimes. The remedy is to insist on keeping the Army Service Corps in the position of mere carriers, but carriers who are bound not to shirk honourable danger in war. The men should perform no military duties other than transport; their uniform should be the plainest that can be devised; the class of horses should be suitable for heavy draught, so that the waggons may carry more. Then would the transport be as cheap as any that could be devised, and the country might afford to have more of it.

To the three companies before named were added a little later seven companies, making a total of 760 draught horses available for transport as the whole contribution possible, although, as was stated some days ago, the Royal Artillery took in hand the greater part of the transport in the United Kingdom, leaving their Batteries for a time unhorsed. There were bought 800 horses, 600 of which were prepared, officered and manned by the Artillery and formed into three "auxiliary transport troops" having each 40 waggons available besides those required for their own purposes or non-available for other reasons. The remaining 200 have been formed into a depot company at Army Service Corps, and work for the 1st Division now in camp at Aldershot.

Lastly, 450 waggons, with a driver and two horses to each, were hired, and arrived on the 5th and 6th of September. They have been divided between the ten Army Service companies, 45 to each, and to every ten of them has been given a soldier of the corps and a lascar corporal. They are slow travellers, and, as yet, not quite disciplined, but they are valuable for quiet work, and the waggons are capable of carrying 30 cwt., instead of 16 cwt., as in the case of the general service waggons. Thus, then, besides riding horses and draught horses non-available, there are employed in the actual work of transport for the Divisions 760 draught horses belonging to the Army Service Corps, 480 belonging to the auxiliary transport troops, and 900 to the hired waggons—total, 2,140. If we include all animals employed on the service, whether ridden or otherwise used, but not including the depot company, the total will amount to 2,410, or an average of about 800 to each of the three divisions.

The regular companies of the Army Service Corps with the hired waggons attached to them, carry for their divisions the staff and regimental baggage, camp equipment, rations of preserved meat, &c., for from three to seven days, according to circumstances, and the reserve stores, besides horsing the ambulances and water carts an ammunition cart per battalion, and a cart for intrenching tools. The two auxiliary troops carry for their respective divisions bakeries, flour, yeast, salt, &c. The third is broken into three parts, and forms three small-arm ammunition trains, averaging 13 waggons, and making up the total of ammunition carried to 100 rounds per man. Each cavalry brigade has one ammunition cart horsed by the Royal Horse Artillery of the brigade, and each cavalry regiment is supplied with seven waggons and one forge cart. Besides all this there is the fresh meat carried by railway as near as possible to the divisions, because the law does not permit live-cattle to be brought from the ports in order to follow the Army. Another bulky supply—hay—is carried by the contractors.

Such are the means required for feeding the soldiers and their weapons—about 800 horses per division. The mass of waggons and carts can move well enough as long as all goes smoothly, but if there were necessity for a sudden retreat there would be much danger that the small roads would be filled with transport, so that no room would be left to the retiring troops, and this is one of the greatest difficulties of war. Hired waggons with their drivers are apt to crowd the roads instead of filling quite quietly along one side only. Discipline is very necessary for men of the Transport Service, and discipline can only be established by some training before the time of work comes. A very cursory glance at the figures given above will show that the transport service of the English Army is non-elastic. It is not well to say, "it would be easy to organize transport in time of war." Why should we act in such a fatal spirit of procrastination? Why not at once bring this question to a head, and ascertain the terms upon which a sufficient number of horses with their drivers may be bound to serve in case of war, having even some annual work in peace? If any lesson has been taught the world by the German successes it is that the Power able to strike at once must gain such advantages as can hardly be reversed afterwards. The moment of war, when every official is over-worked and anxious is no time to commence organization. It seems to us that if the War Office would but accept the principle of decentralization, and permit the British forces to be reformed on the system of localized district corps, the difficulty of transport, like that of recruiting and many others, would vanish at once.

It is to be hoped that visitors to the Camp will understand that up to this time the Divisions have had no enemy to fear. They are concentrated for drill purposes, and precautions are omitted which could not be left out in the face of a foe. Take the Northern Division as an example. The Infantry lie encamped on Hartford-bridge Flats and Eversley Common. The right of the encampment (which has its back to Aldershott) is "in the air"—that is, it rests on nothing, and would be a very weak place if the Division had to fall into order of battle suddenly. Yet here are placed the Volunteers who have lately arrived, while the whole of the Artillery are encamped in Bramshill-park, a considerable distance from the left of the line, while the cavalry, except the 10th Hussars, who are in Bramshill-park, lie on Hazeley Heath, far behind the artillery, separated from them and from the infantry by a rather marshy valley, with a small river running through it—a tributary of the Blackwater. No cavalry in pairs are seen patrolling the country, and we were informed on Sunday that the outposts are only placed at night. We are far from hinting that there is anything wrong about this arrangement. For the present, the Division is only concentrated for drill purposes, not to resist an enemy. Only this should be well understood by the many visitors, English and foreign, who are to be seen in crowds inspecting the camp.

Near the Artillery in Bramshill park, close to the 10th Hussars, lies the Auxiliary Transport Troop formed from the Royal Artillery. The horses were by no means handsome in appearance when first bought, but they are improving wonderfully under the combined influence of good forage and the care of their drivers. They will certainly be worth at the end of the manœuvres £5 each more than they were at the beginning. The drivers will have learnt a good deal of practical work, and will be all the better for it—only, perhaps, a little out of pocket because the harm done to their clothes. Of course they will growl a little, and so will the officers, for what is a Briton without his growl? The great gain to them and to the country is that they are learning now what they would otherwise have to learn when, possibly, their lives and the honour of England might depend upon their knowledge. There was that matter of how to picket horses, which, indeed, is not quite settled yet. Some officers still hold to the method which gave practical proof of failure; others would hobble their horses; others would have two heel ropes and head rope; others again the Y-shaped heel rope with two hind foot-attachments and only one peg. Perhaps there is no wonderful difference between them all. Hardly anything will hold horses if startle during the first three or four nights—nothing, indeed, without careful watching on the part of the men. After a while they become accustomed to camp life, and will do not lightly stray from the place where they receive their daily food. Some always remain restless. They should be removed from the lines and tied separately and securely or they will excite the others. Horses are strangely nervous creatures. If a stable takes fire it is almost impossible to get the poor brutes to come out of it, though they scream in the agony of their terror, and if a number of horses are seized with a panic they become quite mad for the time. Some of those which first ran away were found stupidly swimming round and round in a tank. Others dashed their heads so violently against the bank of brick that their spines were literally driven backwards. Tethering horses by head collars, for the first few days at any rate, seems reasonable, because they are accustomed to be so tied in stables. If the fore foot is the best part to attach a horse by in camp, why should it not be so in stables? The plan might be worth trying. There is little to be said against it. A frightened horse might break his leg, or even pull it out of joint if the rope or chain would not yield. He certainly could not pull his head off. Taking into consideration the existing fact that all troop horses are tied by the head when in stables, we cannot see why they should not be tied by the head as well as by the heel when first going into camp. Then there are questions of picket ropes on the ground or raised three feet or so above it. All plans are being tried, and out of the manœuvres ought to come some decision on this and other disputed points. The Royal Horse Artillery and Field Batteries seemed very much at their ease on Sunday. As field artillery carry their own tents even in peace, encampment is a common practice with them, and both men and horses are thoroughly at their places at once. It is worth remark that though France has been buying horses very largely since the siege of Paris, there never was a better class of animals purchased than now and during the past year. Some of the newly-made field batteries are positively better off in this respect than the old ones.

To-morrow the First Division is to force up as if to fight an enemy. It is to be considered as obliged to retire, and the retreat will be continued as far as Chobham Ridges, but the enemy will only exist in imagination.

The divisional manœuvre executed to-day before his Royal Highness the Duke of Cambridge and a numerous Staff (the visitors including General Blumenthal) was not all that could be wished. The Duke himself had occasion to find fault both with the infantry and artillery for the old fault—not making the most of broken ground. It is very unsatisfactory to learn that so polishable an error has not yet been corrected. Nor did the reserve troops show to advantage in their advances and changes of front. Let us hope that that there may be rapid improvement, and that the faults most wisely pointed out by the Duke to-day may never again appear during the autumn manœuvres.

NOTICES.

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Estimates will be given, on application to Mr. Eo. ROBSON, on the premises, or by letter to our Offices, in Elphinstone Circle.

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GOLD AND SILVER MEDALS AT THE BROACH AND AKOLA EXHIBITIONS, 1868.

GOLD KEYLESS HUNTERS and SEMI-HUNTERS, Plain or Engine-turned Cases. Rs. 225.
FAVRE, LEUBA, & Co.

LADY'S small GOLD HUNTERS, Enamelled and Jewelled Cases. Rs. 150.
FAVRE, LEUBA, & Co.

SILVER KEYLESS HUNTERS, 1st quality. Patent Lever, extra finished. Rs. 100.
FAVRE, LEUBA, & Co.

SILVER HUNTERS, Patent Lever, 3/4 plate, in strong good Silver Cases, Engine-turned, very serviceable, warranted two years. Rs. 50.
Tae same Watch, Koyless. Rs. 70.
FAVRE, LEUBA, & Co.

OFFICE CLOCKS, Patent Lever, Octagon or Round, imitation Walnut, 8-days, with Bell. Rs. 25.
FAVRE, LEUBA, & Co.

T. CHATELAIN-MONTANDON, WATCHMAKER & JEWELLER,

HAS received the following for Sale:—GOLD WATCHES for Ladies and Gentlemen, manufactured expressly for hot climates, and guaranteed to purchasers for the term of one to three years.

SILVER WATCHES of great variety, from Rs. 20 to 100, with same guarantee.

JEWELLERY—A very large selection, including Half sets, Bracelets, Brooches, Necklaces, Earrings, Lockets, Charms, Finger-Rings, Studs, Watch-Chains, &c., all guaranteed to be of 14, 15, and 18 Carat Gold.

CLOCKS for Schools, Offices, &c.

MUSICAL BOXES, from Rs. 5 to 200.

REPAIRS in Watches, Clocks, Jewellery, Musical Boxes, &c., undertaken and carefully made.

T. CHATELAIN-MONTANDON,
HUMMUM STREET, BOMBAY.

BRANCHES—POONA AND SIMLA.

ROBERT BROWN,
PLUMBER AND BRASS FOUNDER,
22, MARINE STREET, FORT,

BEGS to call the attention of ARCHITECTS, ENGINEERS and others to his well selected STOCK of SANITORY and other FITTINGS. Parties requiring the supplying or fixing of the same, will find it advantageous to have them direct from the Tradesman, whose confidence is based on his own practical knowledge attained by many years' experience. The undermentioned are a few of the articles, whose prices or estimates can be given:—

SANITORY WORK.

English Pan Valve Water Closets.
Shank's Pan Valve Water Closets.
Jenning's Pan Valve Water Closets.
Hoopre's Pan Valve Water Closets, for native use.

Cradle or flat back Urinals, with Jenning's self-acting tradle arrangements.

Lavatories with all fittings complete, of very superior Patterns, Baths, Pumps, &c.

ZINC WORK.

Ornamental O. G. Gutters, made from any sketch they may be sent, Roof Caps, Midgring, Cresting, &c.

CAST IRON WORK.

Cast Iron Piping for Rain Water or underground purposes.

BRASS WORK.

Brass Valves and Cocks of all descriptions, and all material required for Sanitory or Irrigation purposes.

Illustrated Books or Loose Sheets can be sent for selection of Patterns on application, and to be returned after inspection.

FRESH ARRIVAL OF
FASHIONABLE MILLINERY.

UXBRIDGE HOUSE, BYCULLA,
AND
EAST STREET, POONA.

MRS. LAKE has just received "Overland," per P. and O. Co.'s s.s. INDUS,
A CHOICE SELECTION of MILLINERY, &c.,
For the POONA SEASON, consisting of—

Bonnets, Hats, Flowers, Feathers, Hair Chignons IN EVERY SHADE, Frizettes, Pads, &c.
Silks, Satins, Reps, Prints, Cambrics, Velveteen, Black Velvet, &c.

Ball Dresses in great variety, Camisoles, Lace sets, Mantles, Velveteen Jacquettes, Ball Room Fans, Lace Tunics, and Flounces and Corsets of best manufacture.

LADIES' BEST KID GLOVES.

EVERY REQUISITE FOR WEDDINGS CONSTANTLY ON HAND.

CHILDREN'S AND INFANTS' CLOTHING, &c., &c.

THE GOODS WILL BE OPENED THIS WEEK AT POONA.

WEDDING AND MOURNING ORDERS CAREFULLY ATTENDED TO.

LADIES' OWN MATERIALS MADE UP.

Orders from Outstations must be accompanied by a Remittance for Payment in Bombay.

"UXBRIDGE HOUSE," BYCULLA, AND
EAST STREET, POONA.

Bombay, 12th July 1871.

BANKS.

NATIONAL BANK OF INDIA (Limited.)

CURRENT DEPOSIT ACCOUNTS.

Interest is allowed on Current Deposit Account at 2 per cent. per annum on the minimum monthly balances up to Rs. 1,00,000, but no Interest will be allowed on balances under Rs. 1,000.

FIXED DEPOSITS.

The Bank receives Money on Fixed Deposits and allows Interest thereon as follows:—

On Deposits, subject to 6 months' notice of withdrawal, 4 per cent.
Do do 12 do do 5 "

EXCHANGE.

The Bank negotiates and collects Bills payable in London, Calcutta, Madras, and Hongkong. It also grants drafts on London and on its Branches and Agencies at the Current Rates of Exchange.

By order of the Directors,
WM. A. BAKER, Acting Manager.

Bombay, 29th September 1871.

ORIENTAL BANK CORPORATION.
Incorporated by Royal Charter.

The Current Rates of EXCHANGE are:—

		Per Rupee.
On London at 6 months' sight	1s. 11 5/8d.	do.
" 3 do.	1s. 11 5/16d.	do.
" 1 do.	1s. 11 1/8d.	do.
" demand	1s. 11d.	do.
On Scotland and Ireland demand	1s. 11d.	do.
On Paris demand	1s. 10 7/8d.	do.
On Circular Notes payable in Egypt, Syria, the Continent of Europe, America, &c.	1s. 10 7/8d.	do.

No Drafts at six months' sight are granted for sums under £50. Sums under £20 are only drawn for on demand.

All Treasury Drafts, Hoondees and other orders for realization, to be endorsed "Pay the Oriental Bank Corporation, or order."

Any information as to rules of business may be had on application at the Office, or by letter to the Agent.

Bombay, 9th October 1871.

COMPTOIR D'ESCOMPTE DE PARIS.

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